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# Analysis of Distributions of Visual Meteorological Conditions (VMC) Heliport Data

Christopher J. Wolf

March 1990

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16. Abstract <p>The Federal Aviation Administration (FAA) Technical Center's Visual Meteorological Conditions (VMC) project was designed to provide data for the validation of the Heliport Design Advisory Circular (AC 150/5390-2) visual approach/departure surface criteria. Procedures for the analysis of data collected during this project were specified by the Design and Operations Criteria Division, AAS-100. These procedures are based on an assumption of the Gaussian, or Normal, distribution. The results of the VMC Project, based on the assumption of Normal data, are documented in DOT/FAA/CT-TN87/40, Heliport Visual Approach and Departure Airspace Tests.</p> <p>During the data reduction and analysis phase of the VMC project, questions were raised as to validity of the assumption of the Normal distribution for the characterization of VMC data. This report documents an effort undertaken to look at the VMC data for the purpose of drawing conclusions about the proper distributional assumption. Several different procedures were used to test the original assumption. This report provides information on the tests used in this effort and on several alternate distributions, i.e., the Beta and Gamma distributions.</p>			
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## EXECUTIVE SUMMARY

The Federal Aviation Administration (FAA) Technical Center's Visual Meteorological Conditions (VMC) project was designed to provide data for the validation of the Heliport Design Advisory Circular (AC 150/5390-2) visual approach/departure surface criteria. Procedures for the analysis of data collected during this project were specified by the Design and Operations Criteria Division, AAS-100. These procedures are based on an assumption of the Gaussian, or Normal, distribution. The results from the VMC project, based on the assumption of Normal data, are documented in DOT/FAA/CT-TN87/40, "Heliport Visual Approach and Departure Airspace Tests," by R. Weiss, et al..

During the data reduction and analysis phase of the VMC project, questions were raised as to validity of the assumption of the Normal distribution for the characterization of VMC data. This report documents an effort undertaken to look at the VMC data for the purpose of drawing conclusions about the proper distributional assumption. Several different procedures were used to test the original assumption. A graphical method for determining the potential underlying distribution employing the Pearson Product Moment Plane was used. Along with this graphical method, the Chi Square Goodness of Fit Test was also used on the original data. Both methods yielded the same results, in effect, that the assumption of Normalcy were not indicated for these data. The Chi Square test only provided information for the rejection of the assumed model. The Pearson Product Moment Plane tests yielded information on potential distributional assumptions for the VMC data. The majority of the data seemed to exhibit characteristics of some form of the Beta distribution. Along with this distribution, the Gamma distribution also became a candidate distribution based on the positioning of data on the Pearson Plane.

The final part of this effort was a comparison of  $10^{-7}$  envelopes based on the original assumption of Normalcy, and the new assumptions of the Beta or Gamma distributions. From this comparison, the new distributional assumptions provided a better fit to the data. The use of the Normal distribution provided too conservative an estimate for airspace consumption and the other parameters. Along with the comparison data, the very nature of the two new distributions indicate a better fit to the VMC data than does the Normal distribution.

## INTRODUCTION

### PURPOSE.

During the data reduction and analysis phase of the Visual Meteorological Conditions (VMC) project, there were indications that the data were not Normally distributed. Moreover, indications were that the violation of the Normalcy assumption could lead to overly conservative probability statements. The analysis documented here was performed to shed more light on what distributions, other than Normal, were applicable to the VMC data.

### BACKGROUND.

The Federal Aviation Administration (FAA) Technical Center's VMC project was designed to provide data to be used to validate the Heliport Design Advisory Circular (AC 150/5390-2) visual approach/departure surface criteria. The data collected during this project were analyzed using procedures specified by the Design and Operations Criteria Division, AAS-100, requirements. These procedures are based on an assumption of a Gaussian, or Normal, distribution. In addition to the distributional assumption, a target level of safety of 1 in  $10^{-7}$  was assumed. While there is some question as to the applicability of the target level of safety to VMC data, it was used in this investigation. The results from this project, based on an assumption of the Normal distribution, are documented in DOT/FAA/CT-TN87/40, "Heliport Visual Approach and Departure Airspace Tests," by R. Wiess, et al. During the original tests, questions were raised as to the validity of an assumption of the Normal distribution to characterize VMC approach and departure data. The analysis documented in this report was undertaken in an effort to look at the VMC data for the purpose of drawing conclusions about what distributional assumption should be made.

## DISCUSSION

### TESTS FOR NORMALCY.

The first step in this investigation was determining if the Gaussian (Normal) distribution was the underlying distribution for analysis of the VMC data. In determining the applicability of the Normal distribution two different methods were used. The first method was a graphical process for the determination of the potential distribution of the given sample data. This process made use of the Pearson Product Moment Plane. The second method used a mathematical procedure based on the probability of rejecting the assumption of a specific distribution to represent the sample data. This procedure is known as the Chi Square Goodness of Fit Test (reference 1).

PEARSON PRODUCT MOMENT PLANE. The Pearson Product Moment Plane (reference 1), as shown in figure 1, is a plot of the (B1,B2) plane that correspond to various Pearson type distributions. The regions shown in figure 1 and their corresponding distributions are shown in table 1.

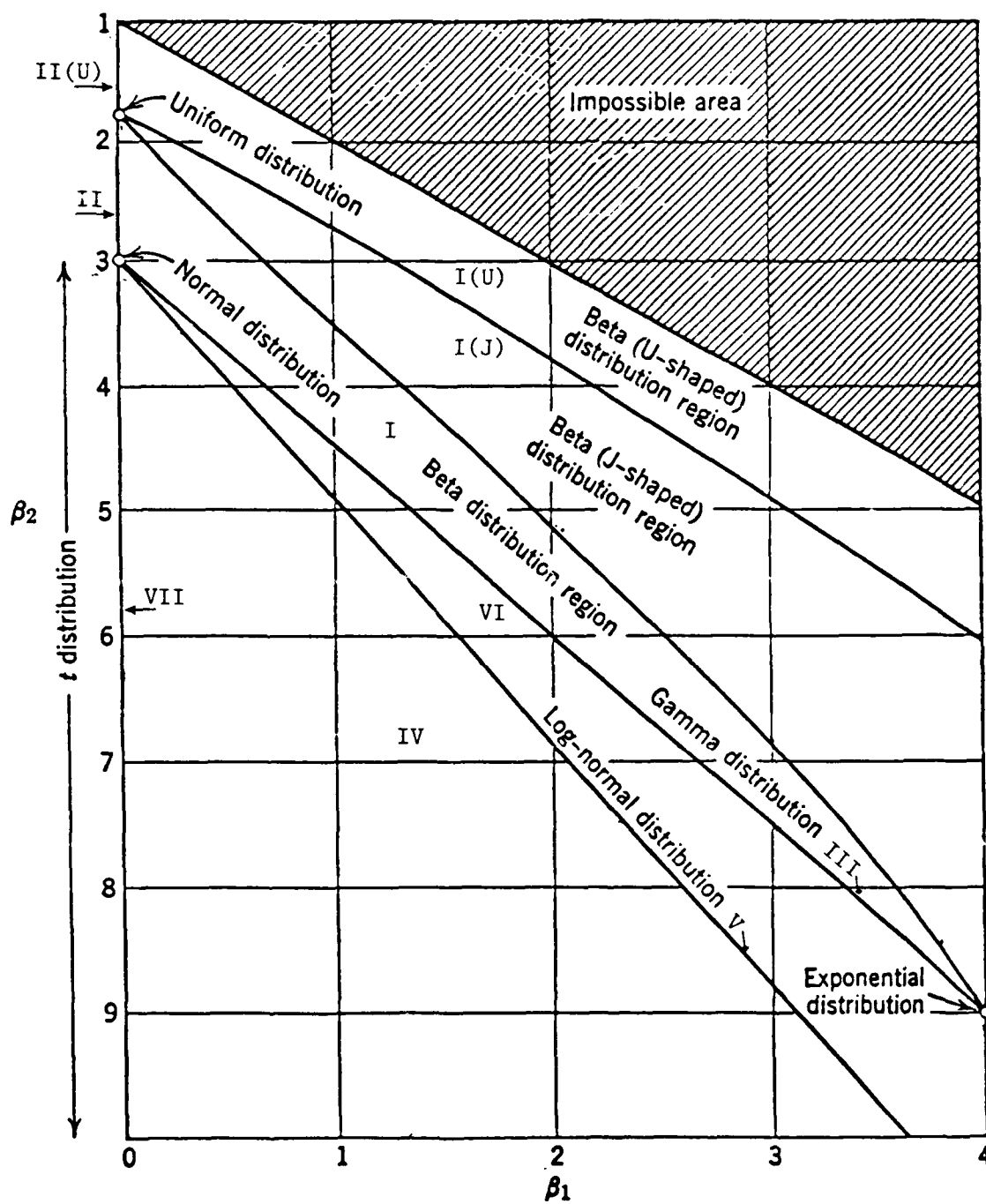


FIGURE 1. PEARSON PRODUCT MOMENT PLANE

TABLE 1. REGIONS OF THE PEARSON PRODUCT MOMENT PLANE

<u>Region</u>	<u>Distribution</u>
I	Beta
I(J)	J Shaped Beta
I(U)	U Shaped Beta
II	Pearson Type II
II(U)	U Shaped Pearson Type II
III	Gamma
IV	Pearson Type IV
V	Log-Normal
VI	Pearson Type VI
VII	Student's t
B1=0, B2=3	Gaussian (Normal)
B1=0, B2 Approx 1.8	Uniform
B1=4, B2 Approx 9.	Exponential

The first step in using the Pearson Plane is obtaining the values for the (B1,B2) coordinate pairs to plot on the plane. B1 is defined as the square of the skewness of the sample data, and B2 as the kurtosis of the sample data. Expressed mathematically, B1 is:

$$B1 = (A3)^2 = (M3/(S^3))^2$$

where

A3 is the moment coefficient of skewness

M3 is the third moment about the sample mean

S is the sample standard deviation

and

$$M3 = M3' - 3*M1'*M2' + 2*(M1')^3$$

where

M3' = SUM(X<sup>3</sup>)/N is the third moment about zero

M2' = SUM(X<sup>2</sup>)/N is the second moment about zero

M1' = SUM(X)/N is the sample mean

and

$$S = (N/(N-1))*(M2' - (M1')^2)$$

N is the number of samples.

B2 is expressed as:

$$B2 = A4 = M4/(S^4)$$

where

A4 is the moment coefficient of kurtosis

M4 is the fourth moment about the sample mean

and

$$M4 = M4' - 4*M1'*M3' + 6*(M1')^2*M2' - 3*(M1')^4$$

where

M4' = SUM(X<sup>4</sup>)/N is the fourth moment about zero.

Once a (B1,B2) coordinate pair is developed for each data ensemble, it is then possible to plot these values to see in what region of the Pearson Plane they lie. To speed up the process of identifying distributions, the governing

equations representing lines which segment the Pearson Product Moment Plane were implemented in Fortran 77 on a Digital Equipment Corporation VAX-11/750 minicomputer. A separate program was developed to compare the (B1,B2) coordinate pairs to the Pearson Plane. The computer program is exact in that for a coordinate pair to be identified as coming from a particular distribution, the pair must be within the boundaries for a particular region or lie exactly on a particular line or point. In the theory governing the use of the (B1,B2) plane, however, if the point falls sufficiently close to any point, line, or region of the plane that has an associated distribution this distribution may also be used to represent the data.

CHI SQUARE GOODNESS OF FIT TEST. The Chi Square Goodness of Fit Test (reference 1), can be applied to the assumption of any distribution as the model for a given set of sample data. Since the assumption of a Normal distribution was being questioned, the Chi Squared Test was applied using a Normal distribution model.

In general, the given sample data is divided into cells. The number of data points actually occupying each cell is compared to the expected number of points for that cell. From these comparisons, a test statistic which follows a Chi Square distribution is calculated. The probability of obtaining a value as large as the test statistic is then determined.

The procedures used in the Chi Square Test are as follows (reference 1):

a. Calculate the unknown parameters for the assumed model. For the Normal distribution, these parameters are the mean and standard deviation.

b. The number of cells to be used are then determined. Ideally the number of points per cell is 5, which yields the number of cells as  $N/5$  (the number of points divided by 5).

c. The cell boundaries,  $X_1 \dots X_k$ , are determined from the cumulative distribution function (CDF) of the assumed model. Since this test was performed on a VAX 11/750 minicomputer, it was necessary to calculate boundaries using a standardized form of the Normal distribution. The boundaries were then converted to the type of the original data. The governing equation for obtaining boundaries relative to the original data is:  $X_k = (X_{\text{boundary}} * \text{sdev}) + \text{mean}$ . To obtain the boundaries as standardized variates, the probability of obtaining a value  $X \leq X_k$  was used. These probabilities are calculated as follows:

$$\Pr\{x \leq X_1\} = 1/k, \dots, \Pr\{x \leq X_k\} = (k-1)/k.$$

d. The number of actual data points that lie within the boundaries of each cell is then counted.

e. The test statistic, CHSQ, is then computed by summing the square of each observed frequency, then multiplying by the number of cells divided by the number of data points, and then subtracting the number of data points. Mathematically:

$$\text{CHSQ} = ((k/N) * (U_1^2 + \dots + U_k^2)) - N$$
 where  
 $U_1 \dots U_k$  are the observed frequencies for each cell.  
 $k$  is the number of cells  
 and  
 $N$  is the number of points.

f. The degrees of freedom for a Chi Square distribution is then determined as follows:

$$v = k - r - 1$$
 where  
 $v$  is the degrees of freedom  
 $k$  is the number of cells  
 $r$  is the number of parameters estimated from the sample data.

g. The probability of obtaining a value as large as CHSQ is then determined using the Chi Square distribution equation.

#### ALTERNATE DISTRIBUTIONS.

While the Normal distribution is a versatile model for representing populations, it does have certain areas in which it is questionable to apply it. The Normal distribution by its nature is symmetrical and unbound. When data are asymmetrical, or bound on one or both ends, or some combination of the previous, two other distributions may be more applicable. These distributions are the Gamma distribution and the Beta distribution. The Gamma distribution, by its nature, is bound only on one end. The Beta distribution is bound on both ends, representing an interval. These distributions were selected as possible alternates to the Normal distribution, from the results of the Pearson Product Moment Plane tests, which will be discussed later in this paper. While the selection of some form of Beta distribution is easily supported from the results of the (B1,B2) plane tests, the reasoning for the added use of the Gamma distribution is less direct. Many of the points identified as beta on the plane lie very close to the line representing the gamma distribution. From the theory governing the plane, it is possible, therefore, to use the Gamma distribution in place of the Beta distribution, if necessary.

GAMMA DISTRIBUTION. The Gamma distribution is a distribution having a probability density function of the form:

$$P_X(X) = \frac{(x^{(a-1)}) * (e^{-x/b})}{(b^a) * (\Gamma(a))}$$

where

$a$  is the Gamma distribution shape parameter  
 $b$  is the Gamma distribution scale parameter

and

$\Gamma()$  is the Gamma function.

The Gamma function is defined as:

$$\Gamma(a) = \int_0^{\infty} x^{(a-1)} e^{-x} dx.$$



The Gamma CDF is:

$$F(x; a, b, z) = \int_z^{\infty} \frac{(x-z)^{(a-1)} e^{-(x-z)/b}}{b^a * \Gamma(a)} dx, \quad x \geq z, a > 0, b > 0$$

elsewhere.

Using the transformation equations:

$$t = x - z \quad \text{and} \quad dt = dx$$

the CDF becomes:

$$F(x; a, b) = \int_0^x \frac{t^{(a-1)} e^{-t/b}}{b^a * \Gamma(a)} dt, \quad t \geq 0, a > 0, b > 0$$

elsewhere.

To use these equations, it is necessary to first obtain estimates for  $z$ ,  $a$ , and  $b$ . Using the following equations, it is possible to determine estimates for these values.

$$a = \frac{4 * B_2}{3 * B_1} - 2$$

$$b = \frac{sdev}{a^{.5}}$$

and

$$z = \text{Mean} - a * b$$

where

Mean is the sample mean

and

sdev is the sample standard deviation.

BETA DISTRIBUTION. The Beta distribution is a family of distributions having probability density functions of the form:

$$P_X(X) = \frac{(1/B(p, q)) * ((X - X_1)^{(p-1)}) * ((X_u - X)^{(q-1)})}{((X_u - X_1)^{(p+q-2)})}$$

where

$B(p, q)$  is the Beta function

$p, q$  are the beta distribution shape parameters

$X_1$  is the lower limit of the beta range

$X_u$  is the upper limit of the Beta range

and

$P_X(X)$  is the probability that  $x$  has the value  $X$

and is used to describe random variates that vary over an interval. The Beta CDF, also referred to as the Incomplete Beta function, is:

$$F(x;p,q,X_1,X_u) = \frac{1}{B(p,q)} \int_{X_1}^x \frac{(x-X_1)^{(p-1)} * (X_u-x)^{(q-1)}}{(X_u-X_1)^{(p+q-2)} * (X_u-X_1)} dx \quad \begin{matrix} x < X_1 \\ X_u \leq x \leq X_1 \\ x > X_u \end{matrix}$$

Using the transformation equations

$$t = (x-X_1)/(X_u-X_1) \quad \text{and} \quad dt = dx / (X_u-X_1)$$

the above CDF becomes

$$F(x;p,q) = \frac{1}{B(p,q)} \int_0^x (t)^{(p-1)} * (1-t)^{(q-1)} dt \quad \begin{matrix} x < 0 \\ 0 \leq x \leq 1 \\ x > 1 \end{matrix}$$

To use the above equations it is necessary to estimate values for  $X_u$ ,  $X_1$ ,  $p$ , and  $q$ . The following formulas are used to determine these estimates.

$$r = 6*(B2 - B1 - 1) / (6 + 3*B1 - 2*B2)$$

$$p, q = .5r(1 \pm (r+2)[B1((r+2)^2*B1 + 16*(r+1))^{-1}]^{.5})$$

and

$$p \begin{matrix} < \\ > \end{matrix} q \text{ if } (B1)^{.5} \begin{matrix} > \\ < \end{matrix} 0$$

also

$$(X_u - X_1) = .5 (M_2)^{.5} ((r+2)^2 B_2 + 16(r+1))^{.5}$$

$$M_1 = X_1 + ((X_u - X_1)*p)/(p+q)$$

$$M_2 = (X_u - X_1)^2 * p * q / ((p+q)^2 * (p+q+1))$$

#### COMPARISON OF NEW DISTRIBUTIONS TO FLIGHT TEST DATA.

In the preceding two sections, two new distributions were defined. These distributions were applied to the data collected during the VMC approach/departure tests. Comparison of the new distribution to the assumption of Normalcy was achieved using a target level of safety of  $10^{-7}$ . In respect to the Normal distribution, this results in an envelope constructed about the mean by multiplying the sample standard deviation by six and then adding and subtracting this value from the mean. To apply this level of safety to the Beta and Gamma distributions, it was necessary to determine the range of the data that would correspond to this level of safety. This was achieved by estimating the parameters of both distributions, then applying the distributional equations in reverse. Since a probability interval of 99.99999 percent was required, the equations for the distributions were used assuming probabilities of 99.999995 percent and 0.000005 percent, and then converting the resulting position to the

realm of the original VMC data. The resulting end points were considered representative of 99.99999 percent probability limits. The results were then graphically presented in comparison with the results from analyzing the data with an assumption of normalacy.

There were two criteria for using the Gamma distribution instead of the Beta distribution for the comparison plots. The first criteria was if it was found to be impossible to define the parameters describing the Beta distribution from the method used in this analysis, the Gamma distribution was substituted. The second criteria was if the  $10^{-7}$  range for the Beta distribution was determined to be unreasonably large, then the Gamma distribution was substituted. If it was impossible to determine the Gamma distributions parameters or if its associated  $10^{-7}$  range was found to be unreasonably large, then no alternate distribution was to be used, and only the Normal distribution's  $10^{-7}$  envelope was represented at that bin range.

## RESULTS

### PEARSON PRODUCT MOMENT PLANE.

The original data from the VMC approach/departure tests was submitted to two different FORTRAN programs, both based upon the Pearson Product Moment Plane. The first program compared the values of B1 and B2 to the boundary regions on the plane to identify the most probable underlying distribution of the data. The resulting identifications were then counted and presented in tabular form. The results of this program for all the aircraft data taken as a whole is shown in table 2. The results for the UH1, S76, and OH6 are shown in tables 3, 4, and 5, respectively. It can be seen from these tables that the Normal distribution was never implied as the distribution representing any of the data. The Beta distribution, in all its forms, was the predominate representative distribution for the data, with various Pearson type distributions following. These results were the first concrete indications that Normalcy was not applicable to the VMC data.

The second analysis program was graphical in nature. It was a plot of the Pearson Product Moment Plane with the data for each parameter plotted on the plane. Appendix A contains the plots for the UH-1, appendix B contains those for the S-76, appendix C the OH-6, and appendix D those for all aircraft taken together. Although this test is really just another form of the previous test, it provides additional insight in the results of the first test. The graphs presented in the appendixes show graphically that the data tends not only to be Beta in nature, but that a majority of the VMC data lies on the (B1,B2) plane far enough from the Normal distribution, that the assumption of Normalcy is invalid. This tendency held true not only for the data taken on an individual aircraft basis, but also occurred when the data were combined and taken as a whole.

### CHI SQUARE GOODNESS OF FIT TEST.

The VMC data, after being tested with the Pearson Product Moment Plane, was then subjected to the Chi Square test. As before, data were not only taken on an individual aircraft basis, but also as a whole. The results of this test are given in appendixes E, F, G, and H. UH-1 results are shown in appendix E, S-76

TABLE 2. ANALYTICAL RESULTS FROM PEARSON PRODUCT MOMENT PLANE TESTS FOR ALL AIRCRAFT

AIRCRAFT: ALL  
VMC DISTRIBUTION TEST  
DATE -- 19-APR-1938 14:47:54.75

PARAMETERS-----	NORMAL UNIFORM		STUDENTS t		U		SHAPED BETA		J		GAMMA		EXPONENTIAL		II		SHAPED II		U		IV		V		LOG IMPOSSIBLE		REGION		OFF PLANE	
	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1
CROSSTRACK POSITION	0	0	0	0	0	0	195	60	92	0	0	0	0	0	0	1	153	5	0	0	0	0	0	0	0	0	0	0	0	14
ALTITUDE	0	0	0	0	0	0	243	57	87	0	0	0	0	0	0	0	118	10	0	0	0	0	0	0	0	0	0	0	0	5
CROSSTRACK VELOCITY	0	0	0	0	0	0	233	59	68	0	0	0	0	0	0	2	36	11	0	0	0	0	0	0	0	0	0	0	0	11
ALONGTRACK VELOCITY	0	0	0	0	0	0	266	62	77	0	0	0	0	0	0	2	7	2	0	0	0	0	0	0	0	0	0	0	0	4
VERTICAL VELOCITY	0	0	0	0	0	0	266	54	57	0	0	0	0	0	0	1	31	8	0	0	0	0	0	0	0	0	0	0	0	3
GROUND SPEED	0	0	0	0	0	0	275	59	72	0	0	0	0	0	0	2	8	2	0	0	0	0	0	0	0	0	0	0	0	2
ALONGPATH SPEED	0	0	0	0	0	0	275	59	75	0	0	0	0	0	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	2
ANGULAR POSITION	0	0	0	0	0	0	248	50	84	0	0	0	0	0	0	2	120	10	0	0	0	0	0	0	0	0	0	0	0	1
ANGULAR ERROR	0	0	0	0	0	0	243	50	84	0	0	0	0	0	0	2	120	10	0	0	0	0	0	0	0	0	0	0	0	1
ALTITUDE ERROR	0	0	0	0	0	0	244	57	85	0	0	0	0	0	0	1	18	10	0	0	0	0	0	0	0	0	0	0	0	5

TABLE 3. ANALYTICAL RESULTS FROM PEARSON PRODUCT MOMENT PLANE TESTS FOR  
THE UH-1

AIRCRAFT: UH1		VMC DISTRIBUTION TEST		DATE -- 19-APR-1988 14:47:29.23	
-----PARAMETERS-----		NORMAL		UNIFORM	
		STUDENTS		t	
		U		J	
		SHAPED		SHAPED	
		SETA		SETA	
		BETA		BETA	
		GAMMA		GAMMA	
		EXPONENTIAL		EXPONENTIAL	
		II		II	
		IV		IV	
		VI		VI	
		LOG		LOG	
		IMPOSSIBLE		IMPOSSIBLE	
		REGION		REGION	
		OFF		OFF	
		PLANE		PLANE	
CROSSTRACK POSITION		0		0	
ALTITUDE		0		0	
CROSSTRACK VELOCITY		0		0	
ALONGTRACK VELOCITY		0		0	
VERTICAL VELOCITY		0		0	
GROUND SPEED		0		0	
ALONGPATH SPEED		0		0	
ANGULAR POSITION		0		0	
ANGULAR ERROR		0		0	
ALTITUDE ERROR		0		0	



TABLE 5. ANALYTICAL RESULTS FROM PEARSON PRODUCT MOMENT PLANE TESTS FOR THE OH-6

AIRCRAFT: OM6  
VMC DISTRIBUTION TEST  
DATE -- 19-APR-1988 14

[illegible]

in appendix F, OH-6 in appendix G, and all aircraft in appendix H. Tables 6, 7, 8, and 9 summarize the results of the Chi Square Test. These tables show the number of points and percent of total points that showed probabilities of Normalcy greater than or equal to 50 percent. Examination of these tables shows that very few points had probabilities as high as 50 percent. By examining the tables presented in appendixes E through H, it is seen that the majority of points exhibited probabilities of between 0 and 5 percent. These results show that the assumption of the Normal distribution as the underlying distribution is invalid.

#### COMPARISON OF NEW DISTRIBUTIONS TO FLIGHT TEST DATA.

Graphical presentations of comparisons of the statistics based on a Normal distribution with those of the Gamma and Beta distributions are shown in appendixes I, J, K, and L. Because estimates for Beta and Gamma distributions were not obtainable at all bin points, not all bins have representational limits and may cause the plots and results to appear inconclusive. To obtain estimates at all bin ranges would have required the use of the method of matching moments. This method requires considerably more time both in initial mathematical expression development and computer modeling and program execution. Because of time constraints and availability of resources, it was determined that as an initial investigation of the distributional characteristics of the VMC data the approach outlined in this report would suffice.

The range limits, for the points represented by the Beta distribution, tend to fall inside the envelope obtained using the Normal distribution. In most cases, a difference of more than 100 feet was achieved. The Gamma distribution range limits, although skewed compared to the Normal, also represent a reduction of the envelope, albeit not as dramatic as the Beta distribution.

Figures 2 through 9 present the results for each approach and departure angle and type. Each figure presents data for all three approach or departure angles. Figure 2 shows the results for crosstrack position in feet (ft) vs. bin range (ft) for straight in approaches. Figure 3 presents the results for altitude (ft) vs. bin range (ft) for straight-in approaches. Figure 4 shows the results for crosstrack position (ft) vs. bin range (ft) for straight segment curved approaches. Figure 5 shows the results for altitude (ft) vs. bin range (ft) for straight segment curved approaches. Figure 6 shows the data for crosstrack position (ft) vs. bin range (ft) for straight out departures. Figure 7 shows the

TABLE 6. CHI SQUARE TEST RESULTS FOR ALL AIRCRAFT DATA

<u>Parameter</u>	<u>No. of Points</u>	<u>Percent of Total Points</u>
Crosstrack Position	41	5.11
Altitude	19	2.37
Crosstrack Velocity	41	5.11
Along-track Velocity	12	1.50
Vertical Velocity	23	2.87
Groundspeed	34	4.24
Along Path Speed	50	6.23
Angular Error	15	1.93
Altitude Error	19	2.37
Angular Position	16	2.06



TABLE 7. CHI SQUARE TEST RESULTS FOR UH-1 DATA

<u>Parameter</u>	<u>No. of Points</u>	<u>Percent of Total Points</u>
Crosstrack Position	33	11.58
Altitude	15	5.26
Crosstrack Velocity	18	6.32
Along-Track Velocity	12	4.21
Vertical Velocity	14	4.91
Groundspeed	19	6.67
Along Path Speed	16	5.61
Angular Error	12	4.33
Altitude Error	15	5.26
Angular Position	13	4.69

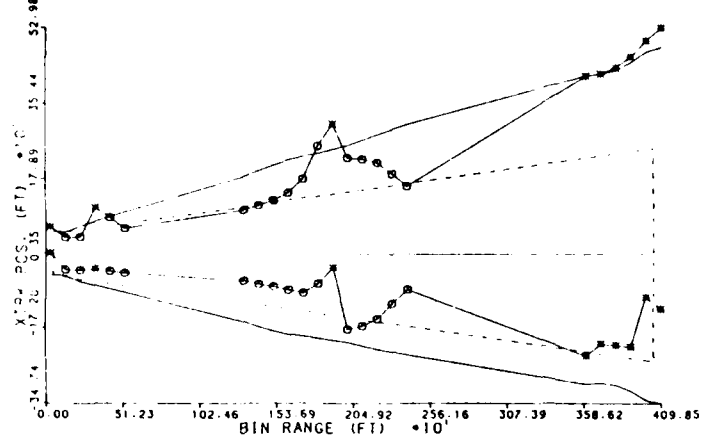
TABLE 8. CHI SQUARE TEST RESULTS FOR S-76 DATA

<u>Parameter</u>	<u>No. of Points</u>	<u>Percent of Total Points</u>
Crosstrack Position	6	2.29
Altitude	3	1.15
Crosstrack Velocity	22	8.40
Along-Track Velocity	0	0.00
Vertical Velocity	9	3.44
Groundspeed	15	5.73
Along Path Speed	14	5.34
Angular Error	2	0.79
Altitude Error	3	1.15
Angular Position	2	0.79

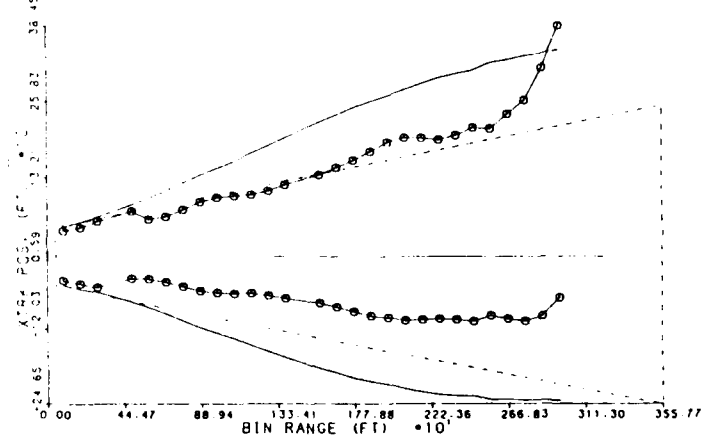
TABLE 9. CHI SQUARE TEST RESULTS FOR OH-6 DATA

<u>Parameter</u>	<u>No. of Points</u>	<u>Percent of Total Points</u>
Crosstrack Position	2	0.78
Altitude	1	0.39
Crosstrack Velocity	1	0.39
Along-Track Velocity	0	0.00
Vertical Velocity	0	0.00
Groundspeed	0	0.00
Along Path Speed	0	0.00
Angular Error	1	0.40
Altitude Error	1	0.39
Angular Position	1	0.40

VMC DISTRIBUTION ANALYSIS - ALL AIRCRAFT DATA  
 7 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) - INDICATES FAA APPROACH SURFACE  
 INDICATES BETA DISTRIBUTION RANGE LIMIT - INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE - ALL ENVELOPES ARE FOR 99.9999% PROBABILITY



VMC DISTRIBUTION ANALYSIS - ALL AIRCRAFT DATA  
 4 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) - INDICATES FAA APPROACH SURFACE  
 INDICATES BETA DISTRIBUTION RANGE LIMIT - INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE - ALL ENVELOPES ARE FOR 99.9999% PROBABILITY



VMC DISTRIBUTION ANALYSIS - ALL AIRCRAFT DATA  
 10 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) - INDICATES FAA APPROACH SURFACE  
 INDICATES BETA DISTRIBUTION RANGE LIMIT - INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE - ALL ENVELOPES ARE FOR 99.9999% PROBABILITY

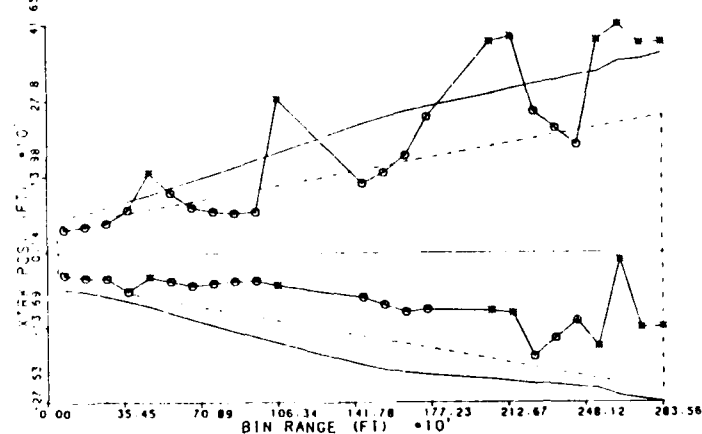


FIGURE 2. CROSSTRACK VS. BIN RANGE FOR ALL AIRCRAFT DATA FOR EACH ANGLE FOR STRAIGHT-IN APPROACHES

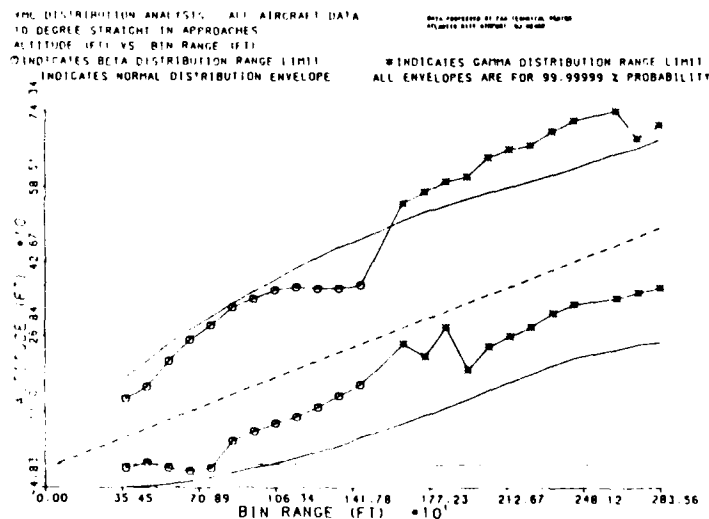
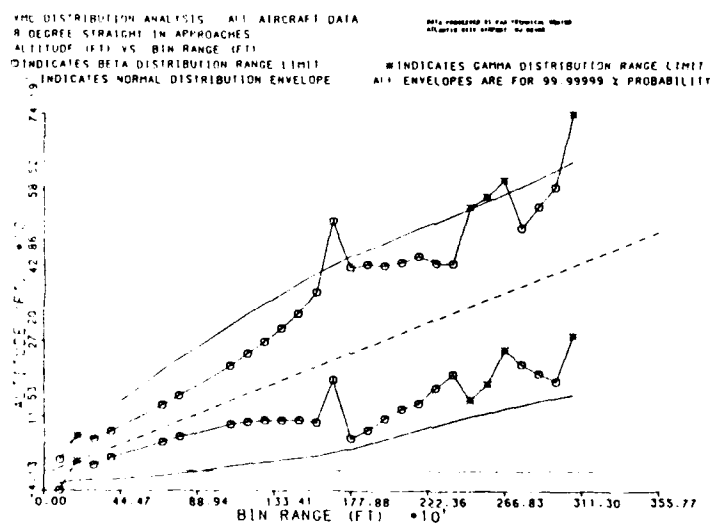
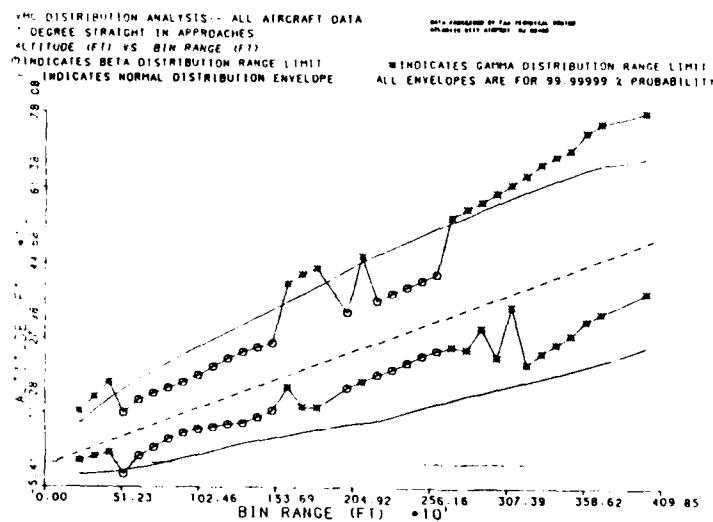
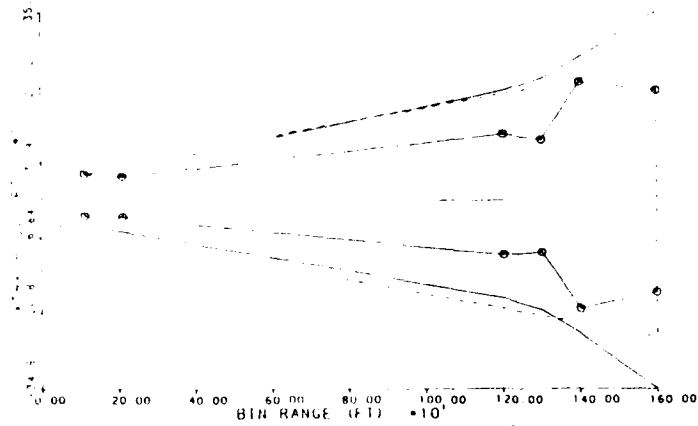
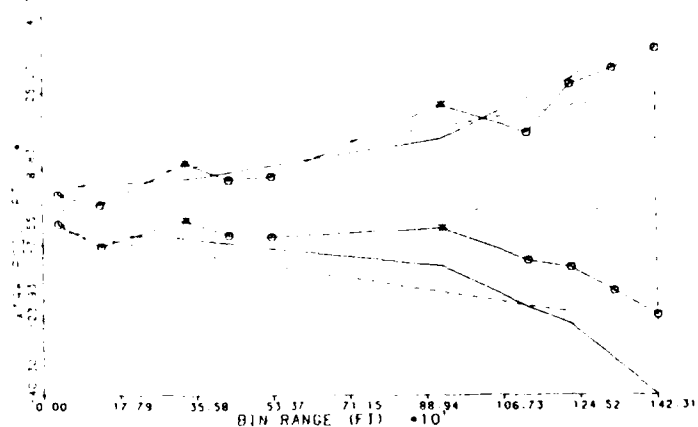


FIGURE 3. ALTITUDE VS. BIN RANGE FOR ALL AIRCRAFT DATA FOR EACH ANGLE FOR STRAIGHT-IN APPROACHES

VOL DISTRIBUTION ANALYSIS - ALL AIRCRAFT DATA  
 DEGREE CURVED APPROACHES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE  
 DATA PROVIDED BY FAA TECHNICAL CENTER  
 ATLANTA FIELD OFFICE - 75-10000  
 INDICATES FAA APPROACH SURFACE  
 INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999% PROBABILITY



VOL DISTRIBUTION ANALYSIS - ALL AIRCRAFT DATA  
 DEGREE CURVED APPROACHES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE  
 DATA PROVIDED BY FAA TECHNICAL CENTER  
 ATLANTA FIELD OFFICE - 75-10000  
 INDICATES FAA APPROACH SURFACE  
 INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999% PROBABILITY



VOL DISTRIBUTION ANALYSIS - ALL AIRCRAFT DATA  
 DEGREE CURVED APPROACHES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE  
 DATA PROVIDED BY FAA TECHNICAL CENTER  
 ATLANTA FIELD OFFICE - 75-10000  
 INDICATES FAA APPROACH SURFACE  
 INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999% PROBABILITY

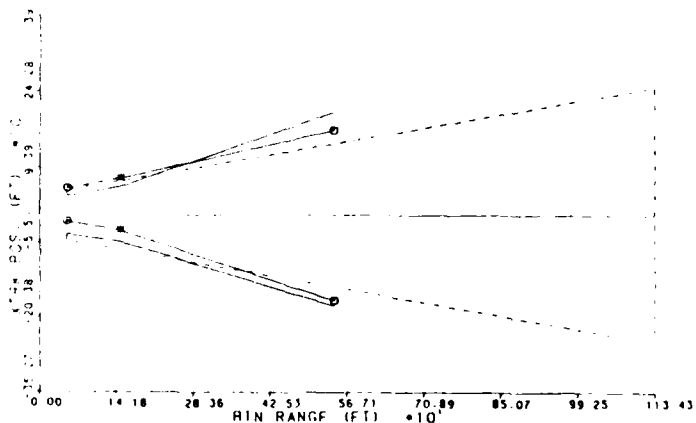
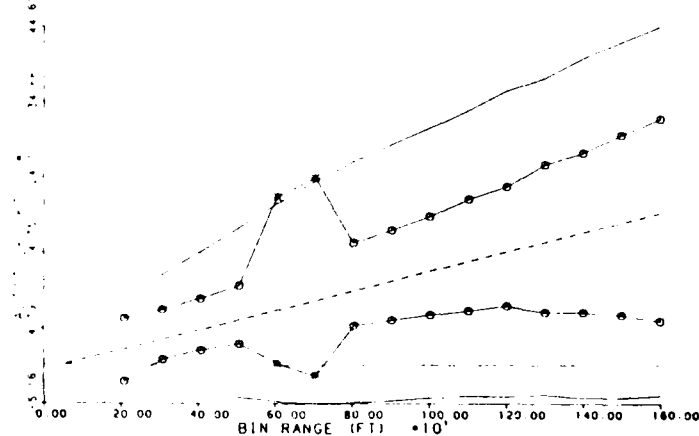
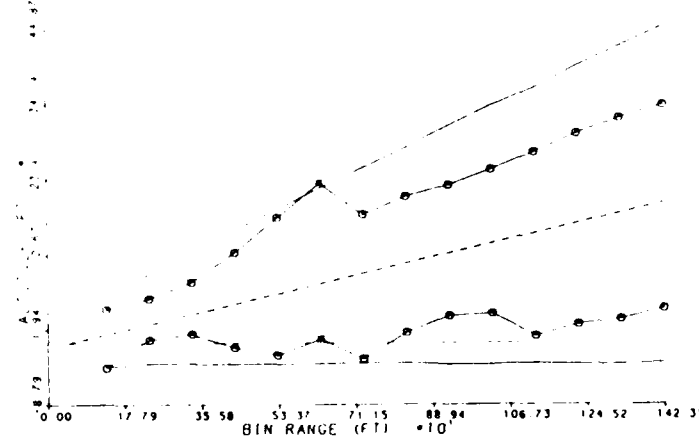


FIGURE 4. CROSSTRACK POSITION VS. BIN RANGE FOR ALL AIRCRAFT DATA FOR EACH ANGLE FOR CURVED APPROACHES

THE DISTRIBUTION ANALYSIS ALL AIRCRAFT DATA  
 10 DEGREE CURVED APPROACHES  
 ALTITUDE (FT) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE  
 INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.999992 PROBABILITY



THE DISTRIBUTION ANALYSIS ALL AIRCRAFT DATA  
 10 DEGREE CURVED APPROACHES  
 ALTITUDE (FT) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE  
 INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.999992 PROBABILITY



THE DISTRIBUTION ANALYSIS ALL AIRCRAFT DATA  
 10 DEGREE CURVED APPROACHES  
 ALTITUDE (FT) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE  
 INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.999992 PROBABILITY

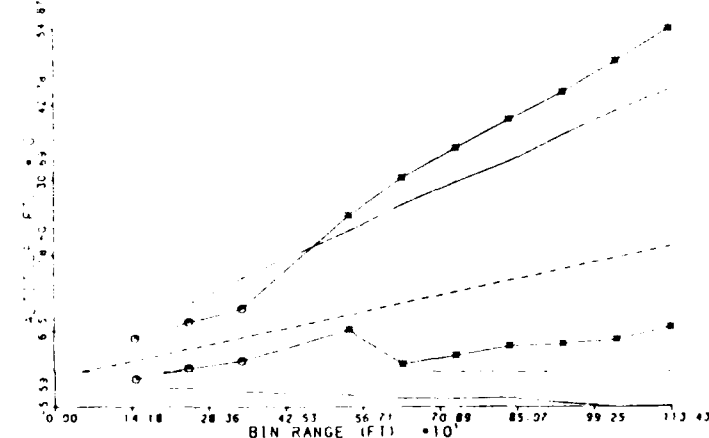
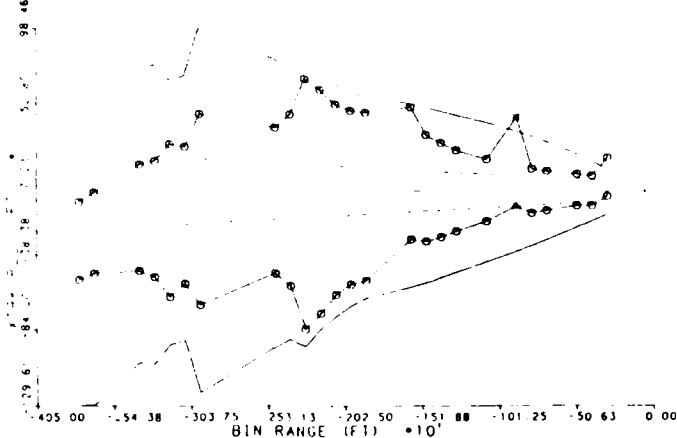
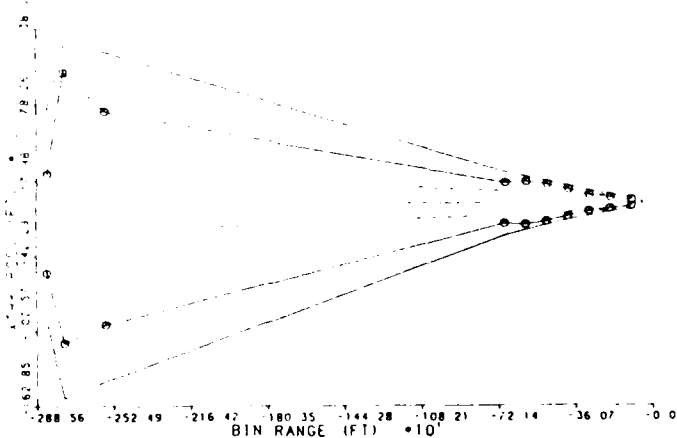


FIGURE 5. ALTITUDE VS. BIN RANGE FOR ALL AIRCRAFT DATA FOR EACH ANGLE FOR CURVED APPROACHES

VMC DISTRIBUTION ANALYSIS - ALL AIRCRAFT DATA  
 7 DEGREE STRAIGHT DEPARTURES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE  
 INDICATES FAA APPROACH SURFACE  
 INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999% PROBABILITY



VMC DISTRIBUTION ANALYSIS - ALL AIRCRAFT DATA  
 10 DEGREE STRAIGHT DEPARTURES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE  
 INDICATES FAA APPROACH SURFACE  
 INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999% PROBABILITY



VMC DISTRIBUTION ANALYSIS - ALL AIRCRAFT DATA  
 12 DEGREE STRAIGHT DEPARTURES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE  
 INDICATES FAA APPROACH SURFACE  
 INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999% PROBABILITY

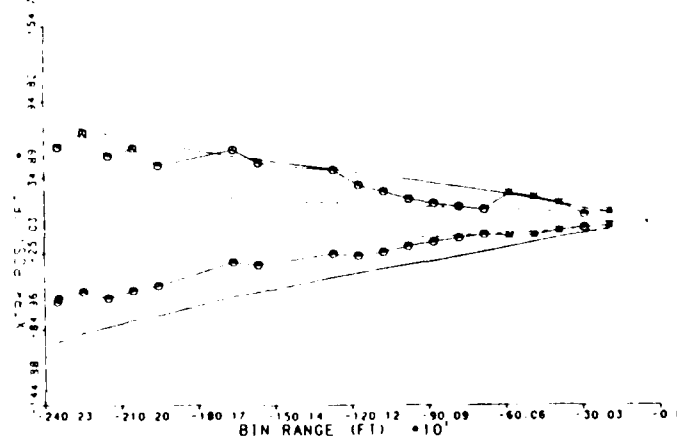
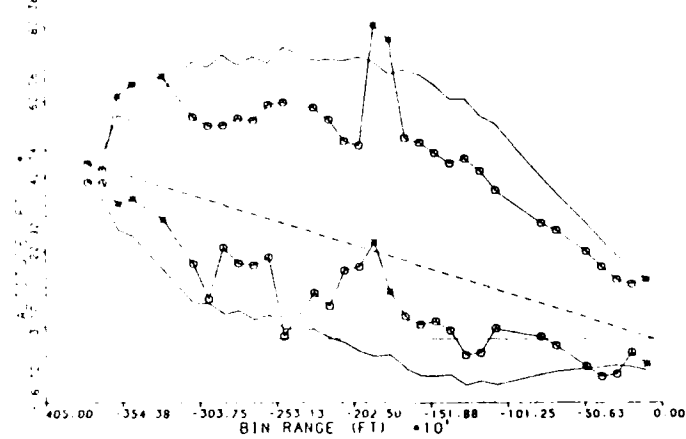
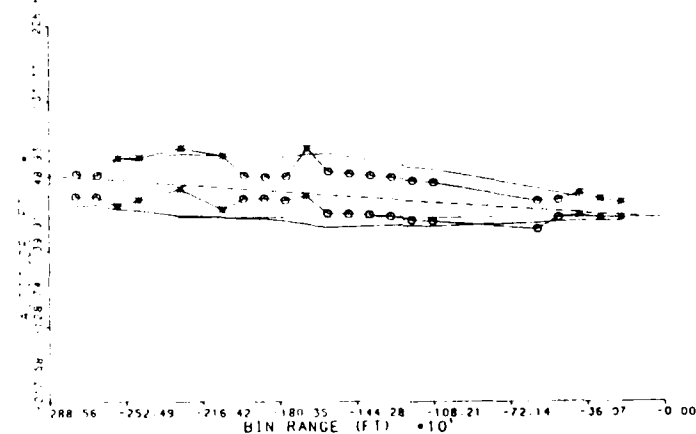


FIGURE 6. CROSSTRACK POSITION VS. BIN RANGE FOR ALL AIRCRAFT DATA FOR EACH ANGLE FOR STRAIGHT-OUT DEPARTURES

VMC DISTRIBUTION ANALYSIS - ALL AIRCRAFT DATA  
 17 DEGREE STRAIGHT DEPARTURES  
 ALTITUDE (FT) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE  
 INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999% PROBABILITY



VMC DISTRIBUTION ANALYSIS - ALL AIRCRAFT DATA  
 10 DEGREE STRAIGHT DEPARTURES  
 ALTITUDE (FT) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE  
 INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999% PROBABILITY



VMC DISTRIBUTION ANALYSIS - ALL AIRCRAFT DATA  
 7 DEGREE STRAIGHT DEPARTURES  
 ALTITUDE (FT) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE  
 INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999% PROBABILITY

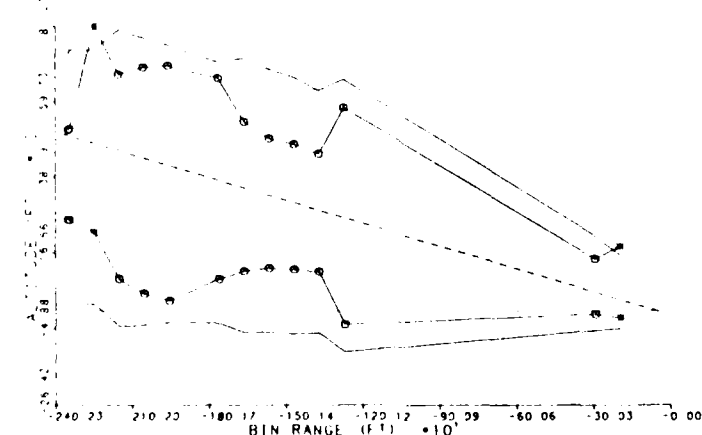
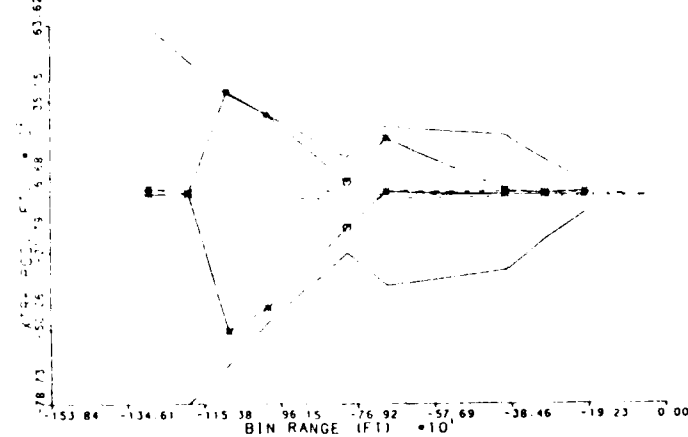
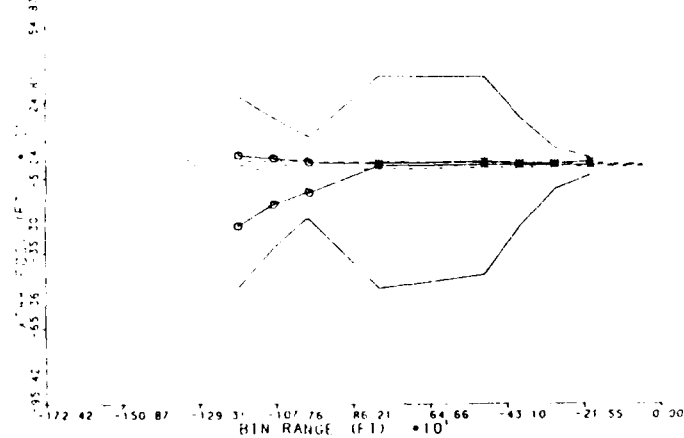


FIGURE 7. ALTITUDE VS. BIN RANGE FOR ALL AIRCRAFT DATA FOR EACH ANGLE FOR STRAIGHT-OUT DEPARTURES

VMC DISTRIBUTION ANALYSIS - ALL AIRCRAFT DATA  
 7 DEGREE CURVED DEPARTURES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE  
 DATA PROVIDED BY FAA TECHNICAL CENTER  
 ANALYSIS DATE: 10/10/00  
 INDICATES FAA APPROACH COURSE  
 INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999% PROBABILITY



VMC DISTRIBUTION ANALYSIS - ALL AIRCRAFT DATA  
 10 DEGREE CURVED DEPARTURES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE  
 DATA PROVIDED BY FAA TECHNICAL CENTER  
 ANALYSIS DATE: 10/10/00  
 INDICATES FAA APPROACH COURSE  
 INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999% PROBABILITY



VMC DISTRIBUTION ANALYSIS - ALL AIRCRAFT DATA  
 12 DEGREE CURVED DEPARTURES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE  
 DATA PROVIDED BY FAA TECHNICAL CENTER  
 ANALYSIS DATE: 10/10/00  
 INDICATES FAA APPROACH COURSE  
 INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999% PROBABILITY

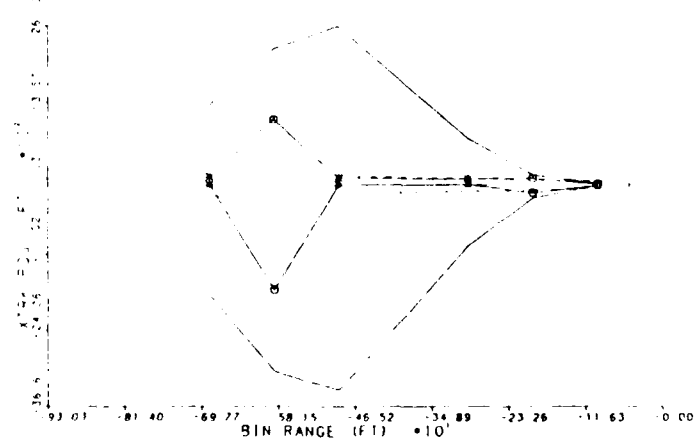


FIGURE 8. CROSSTRACK POSITION VS. BIN RANGE FOR ALL AIRCRAFT DATA FOR EACH ANGLE FOR CURVED DEPARTURES



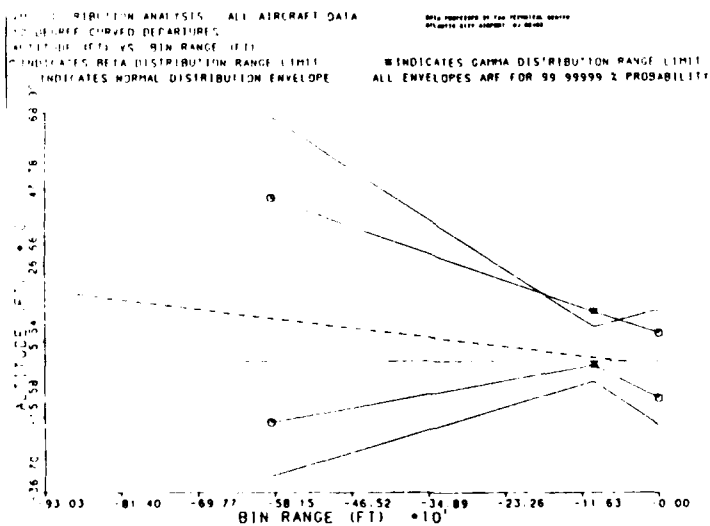
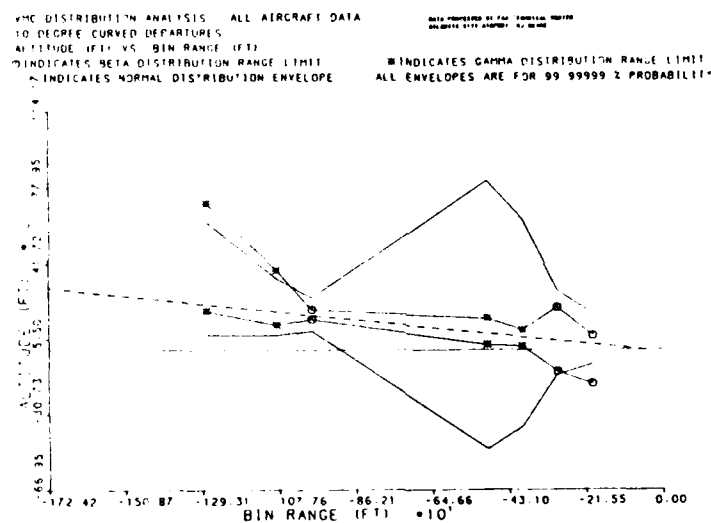
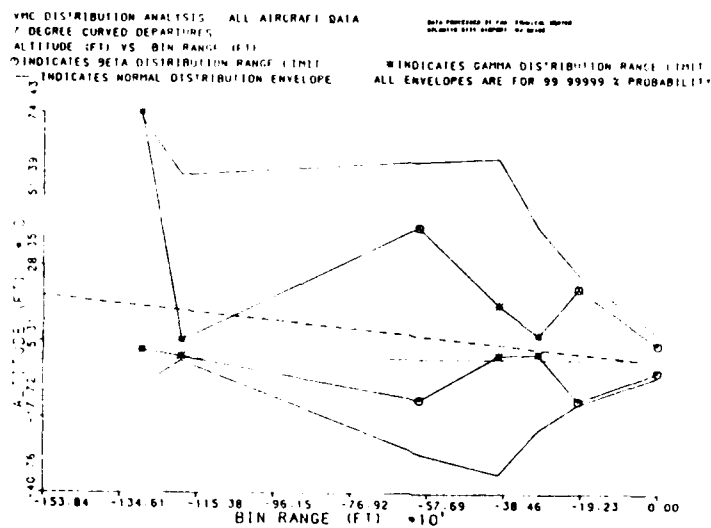


FIGURE 9. ALTITUDE VS. BIN RANGE FOR ALL AIRCRAFT DATA FOR EACH ANGLE FOR CURVED DEPARTURES

data for altitude (ft) vs. bin range (ft) for straight-out departures. Figure 8 shows the data for crosstrack position (ft) vs. bin range (ft) for curved departures. Figure 9 shows the data for altitude (ft) vs. bin range (ft) for curved departures.

## CONCLUSIONS

1. The results of the initial analysis of the Visual Meteorological Conditions (VMC) approach/departure error data strongly indicate that these data are not Normally distributed. The Pearson Product Moment Plane testing showed that the majority of the binned data exhibited characteristics of some form of the Beta distribution. Since the Gamma distribution forms part of the boundary for the Beta distribution region of the plane, it can be inferred that the Gamma distribution could also serve to characterize some of the data.
2. The use of the Normal distribution to characterize the VMC data tends to project overly conservative estimates of the airspace consumption and other parameters. For example, the  $10^{-7}$  envelopes for crosstrack position, obtained through the normal distribution, are not only larger than the surface described by AC 150/5390, but also tend to be larger than the limits provided by the other distributions.
3. The alternate distributions provide a better fit to the VMC data. The airspace consumption, based on these distributions, is not only noticeably reduced from the Normal distribution but seems more reasonable.
4. The nature of both alternate distributions indicate more applicability to these data than does the nature of the Normal distribution. It is not reasonable to assume that pilots making VMC approaches to a heliport will exhibit symmetrical error behavior over a range of  $\pm$  infinity. This assumption, however, is necessary for the Normal distribution. In the case of data that are either negatively skewed, positively skewed, or bimodal in nature, the Normal distribution tends to be an inadequate characterization of the underlying distribution.
5. Based on crosstrack data analysis, the specified airspace trapezoid appears to be best represented by the Beta Distribution. The probability level for that portion of the trapezoid within 2500 feet of the landing area appears to be 99.999999 percent (6 standard deviations). However, as the trapezoid goes beyond 2500 feet, the probability level appears to drop from 6 standard deviations to possibly as low as 3 standard deviations.

In the vertical domain it is not possible to draw conclusions about the 7.125 degree surface. This is brought about by the absence of obstacles during the test flights.

The Beta distribution is much more adaptable to the VMC data. This distribution is better suited to describing data with truncated tails or nonlimiting Normal tails since, by nature, the Beta distribution describes data occurring over a finite interval regardless of symmetry. Even the Gamma distribution, since it is bounded on one end, better characterizes the VMC error data than the Normalcy assumption.

## REFERENCES

1. Hahn, Gerald J. and Samuel S. Shapiro, Statistical Models in Engineering, John Wiley & Sons, New York, NY, 1967.
2. Helipport Design Advisory Circular, AC 150/5390-2.
3. Weiss, Rosanne M., et al. Helipport Visual Approach and Departure Airspace Tests, DOT/FAA/CT-TN87/40.

APPENDIX A

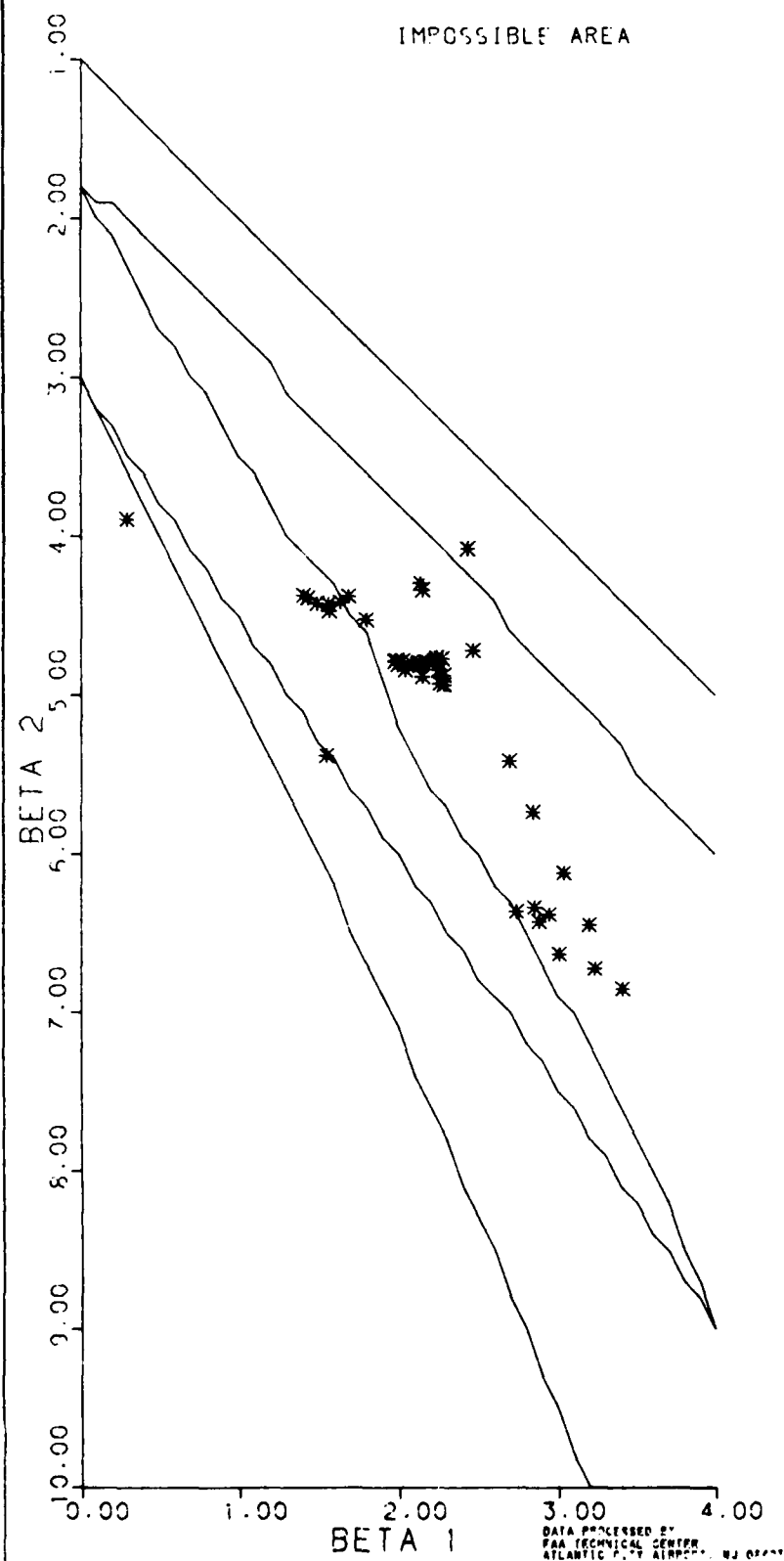
PEARSON PRODUCT MOMENT PLOTS FOR UH-1 DATA

The plots presented in this appendix are arranged in a specific order. To make it easier to find a particular plot the order of the plots are explained here.

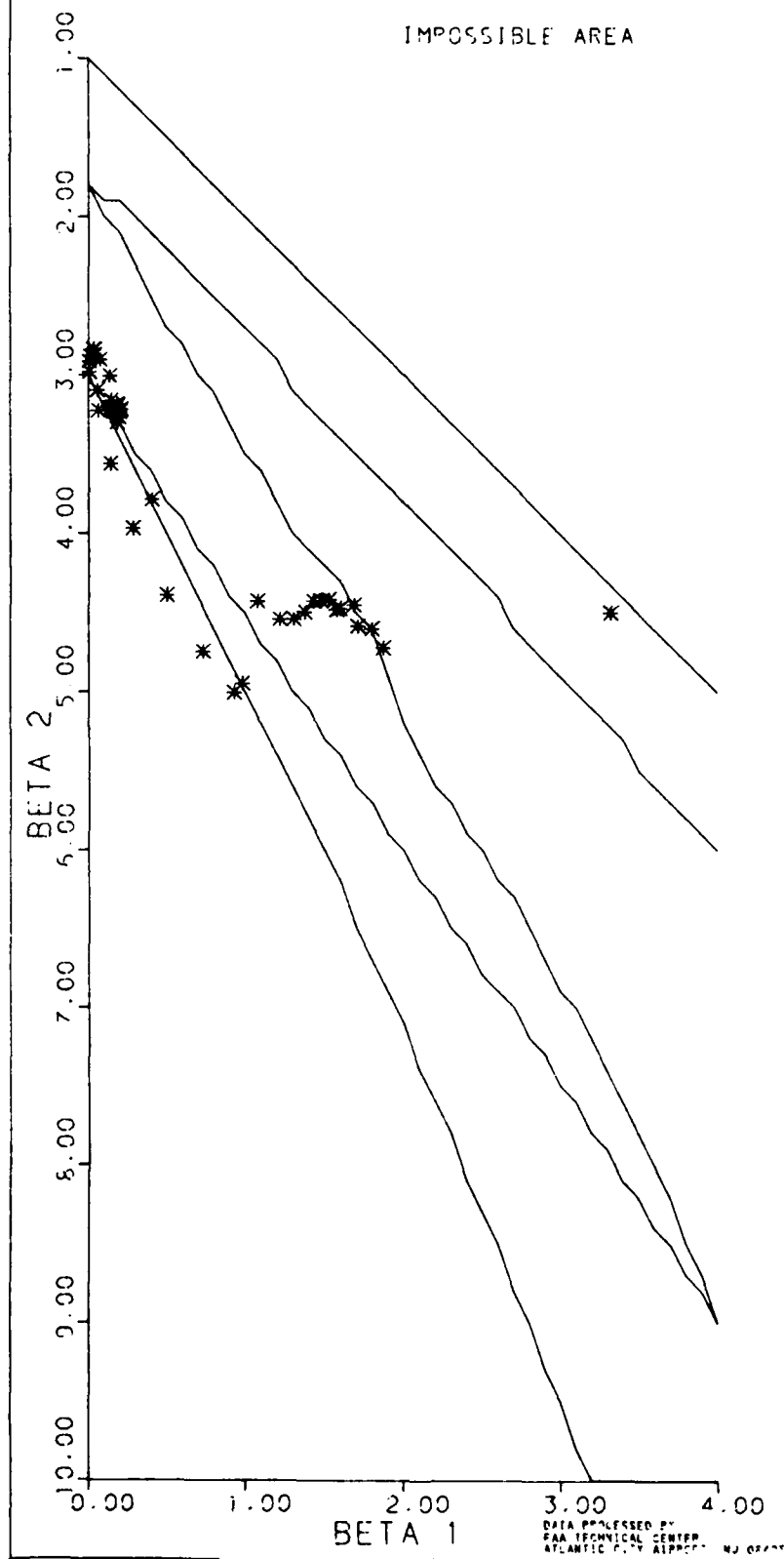
There are four major divisions of the plots (in order of presentation): straight-in approaches, curved approaches, straight-out departures, and curved departures. There are three first line subdivisions in each of the major divisions. For approaches they are:  $7.125^{\circ}$ ,  $8.00^{\circ}$ , and  $10.00^{\circ}$  approaches. For departures they are:  $7.125^{\circ}$ ,  $10.00^{\circ}$ , and  $12.00^{\circ}$  departures.

There are ten second line subdivisions in each first line division. The subdivisions for all first line subdivisions are: crosstrack position (ft), altitude (ft), crosstrack velocity (fpm), along-track velocity (fpm), vertical velocity (fpm), groundspeed (kts), along path speed (kts), angular error (deg), altitude error (ft), and angular position (deg).

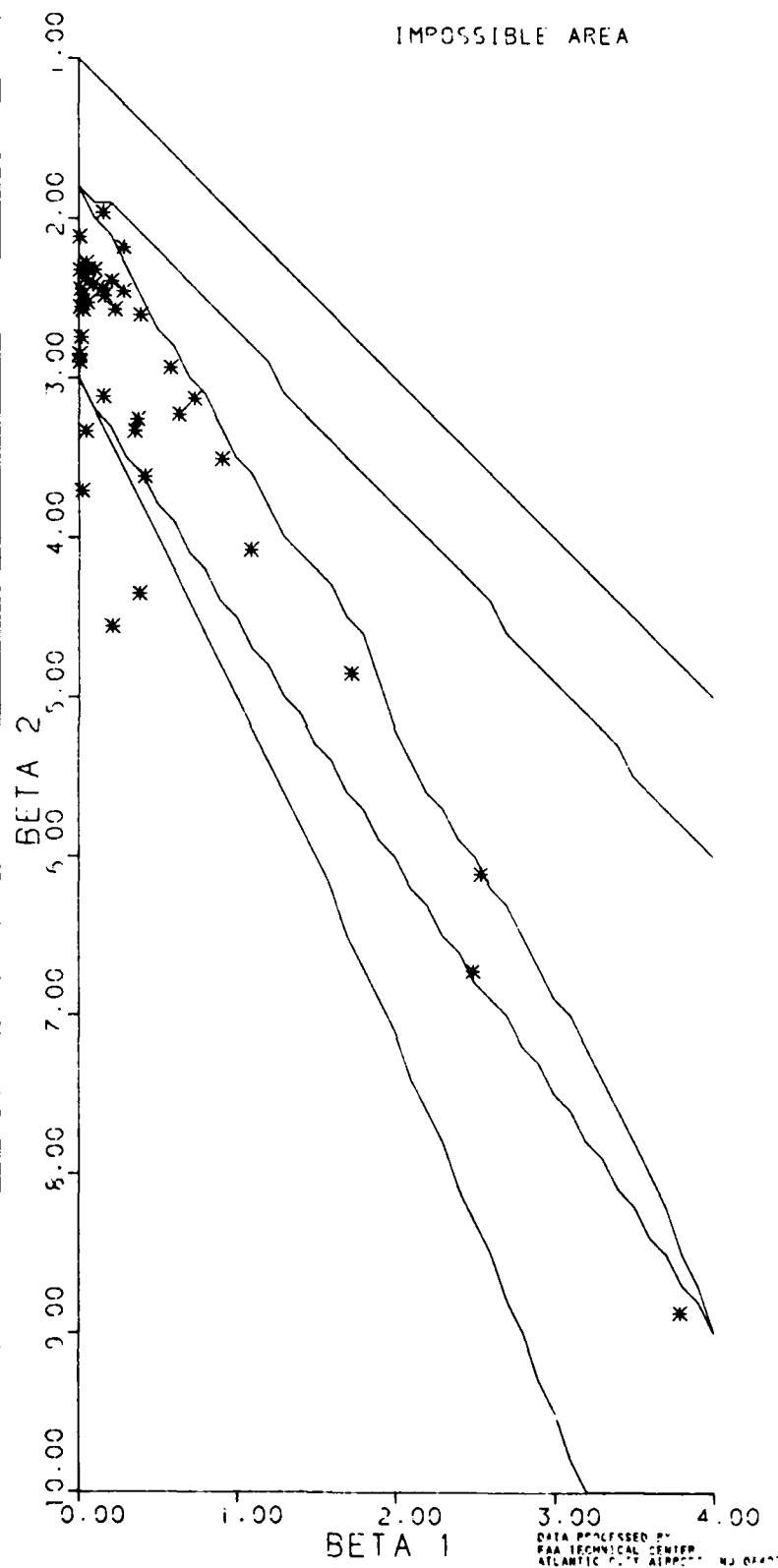
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK POSITION (FT)



VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE (FT)

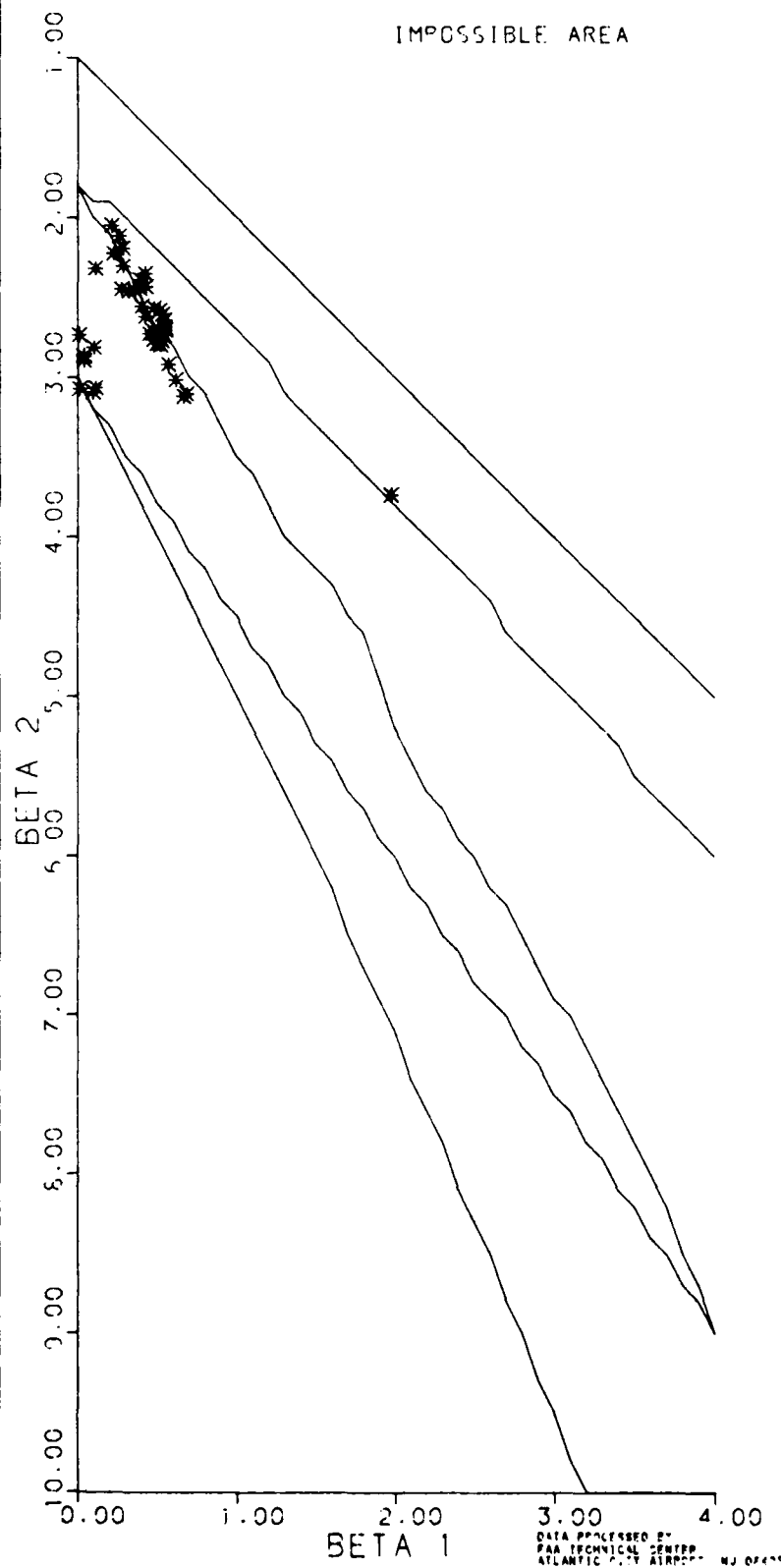


VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK VELOCITY (FPM)

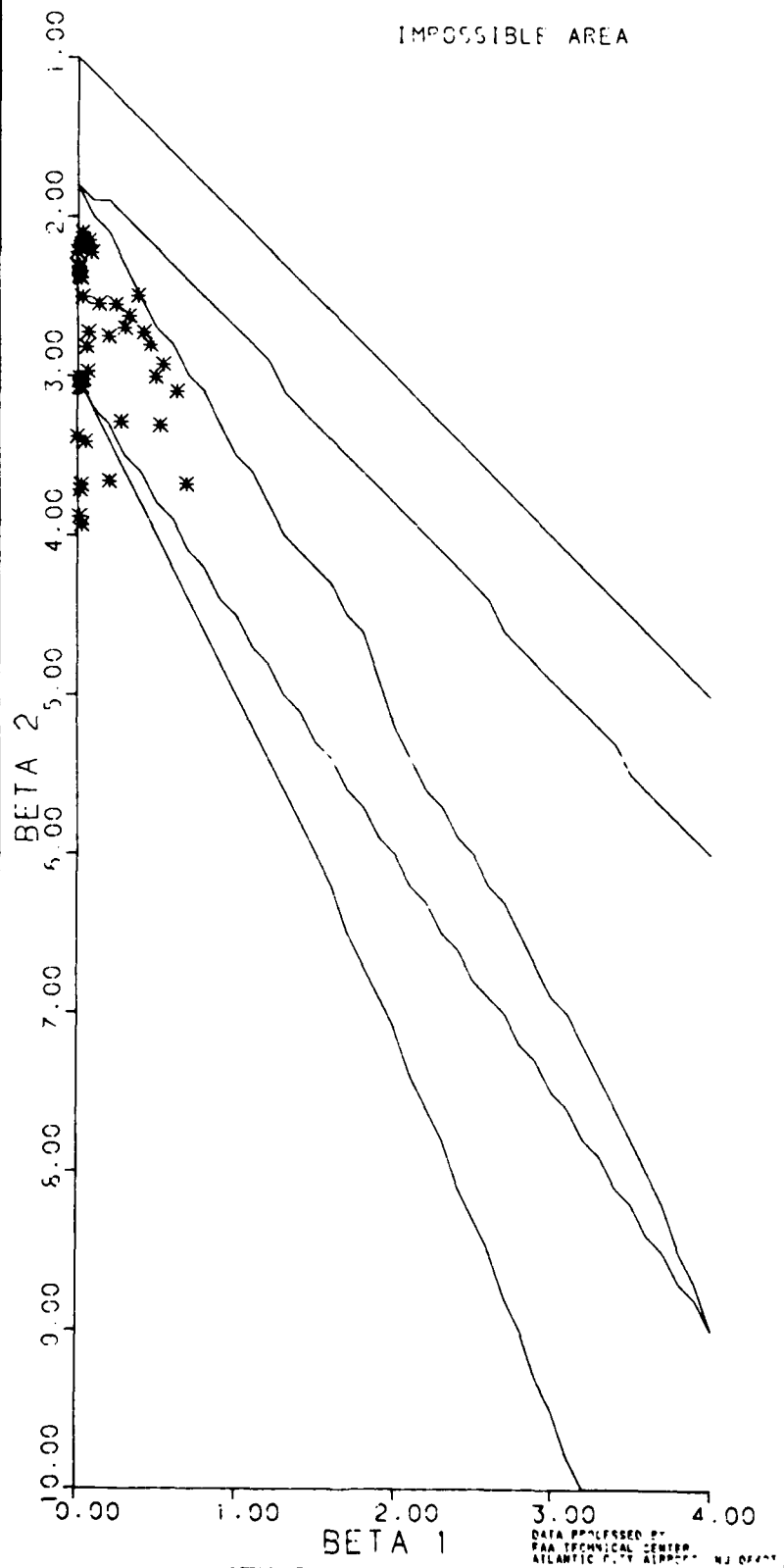




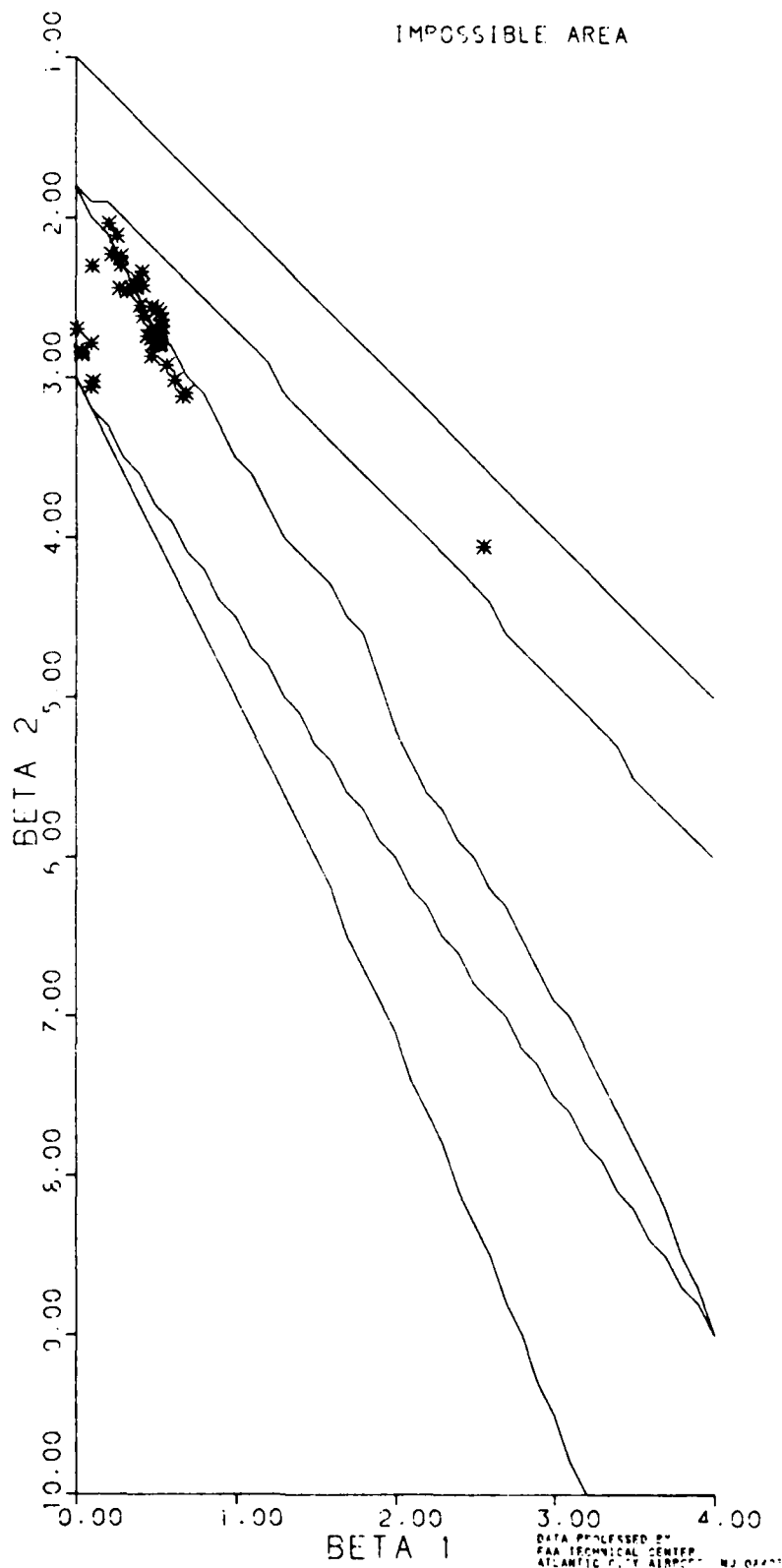
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 ALONGTRACK VELOCITY (FPM)



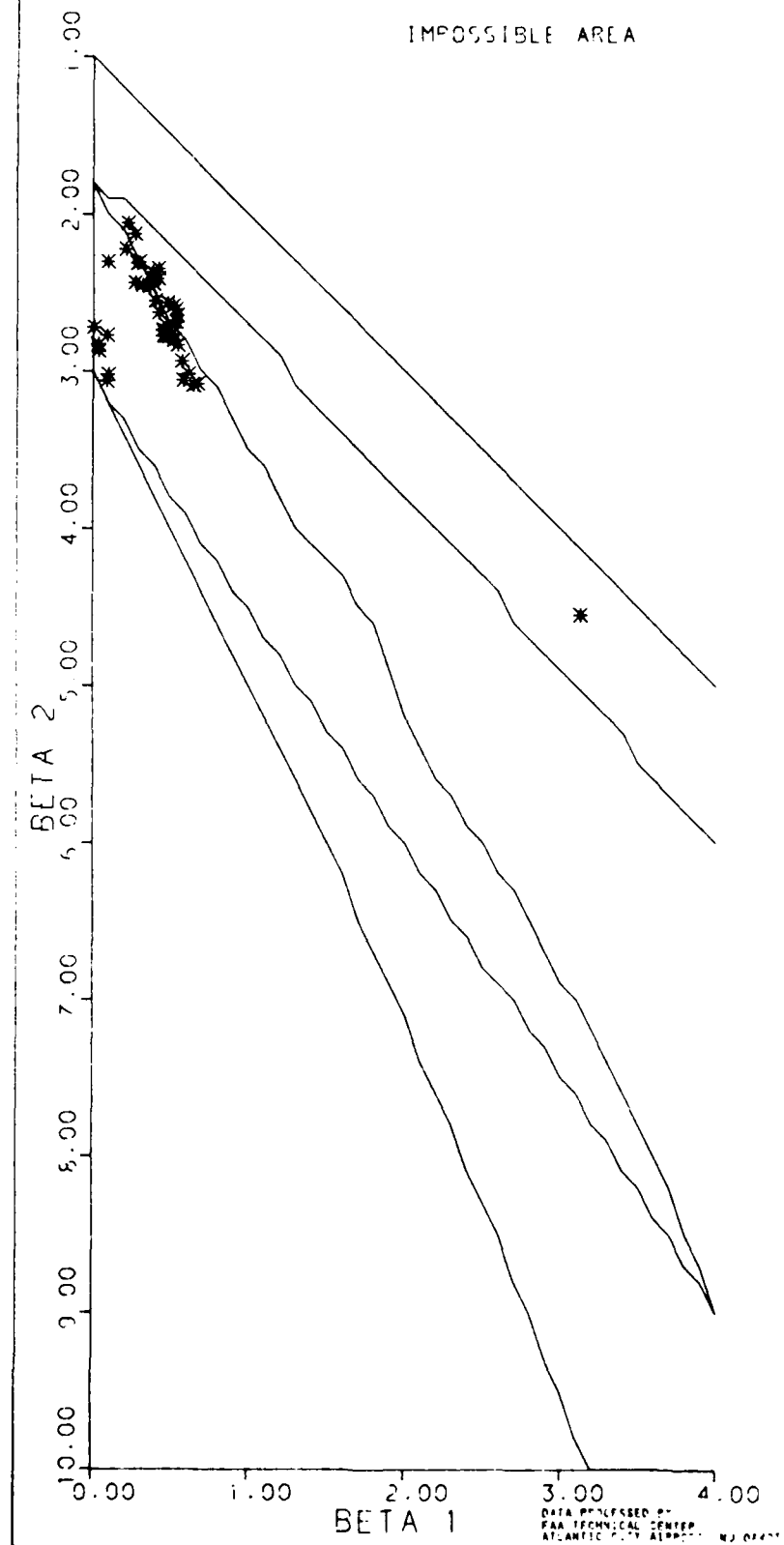
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 VERTICAL VELOCITY (FPM)



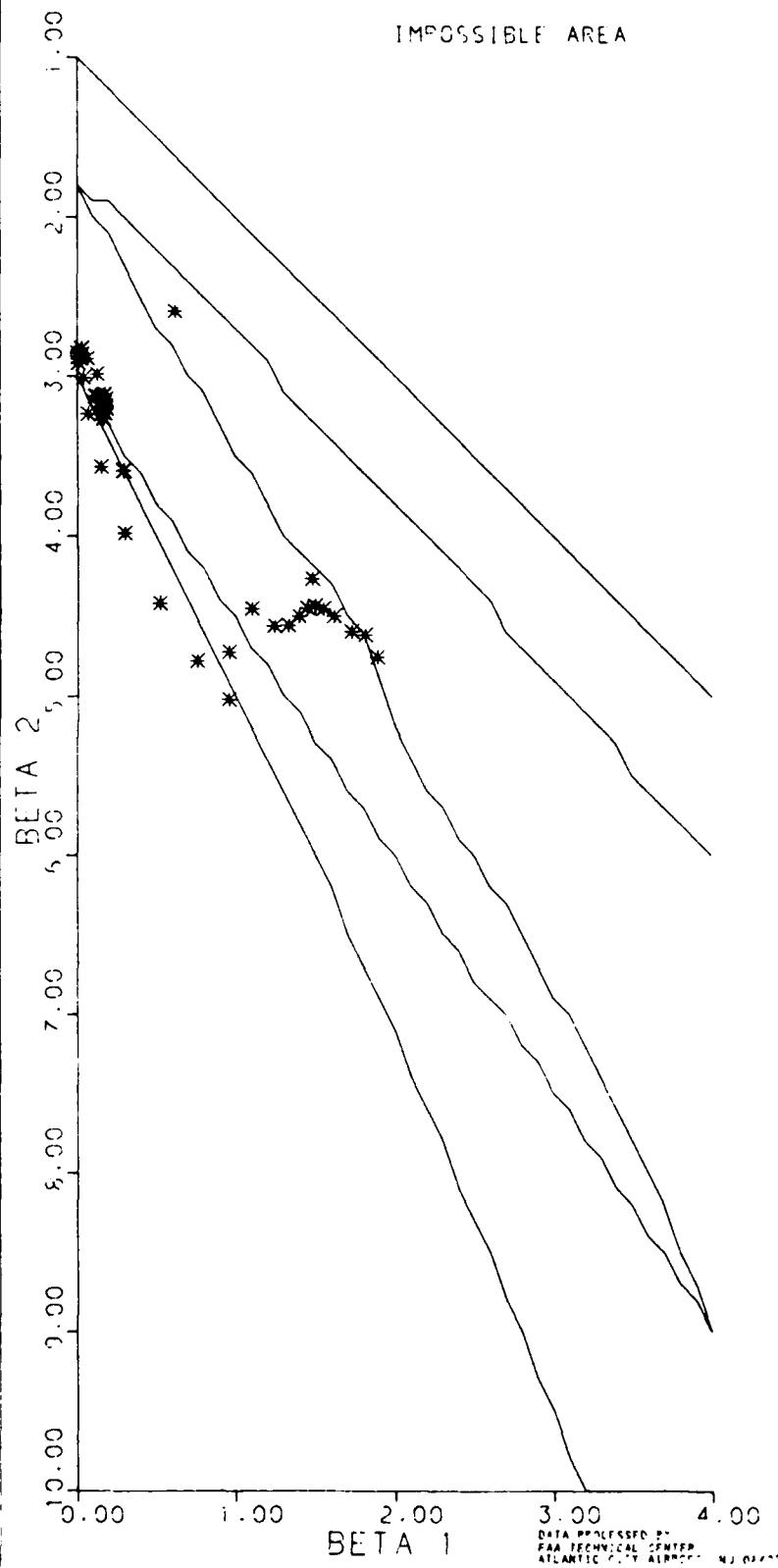
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 GROUND SPEED (KNOTS)



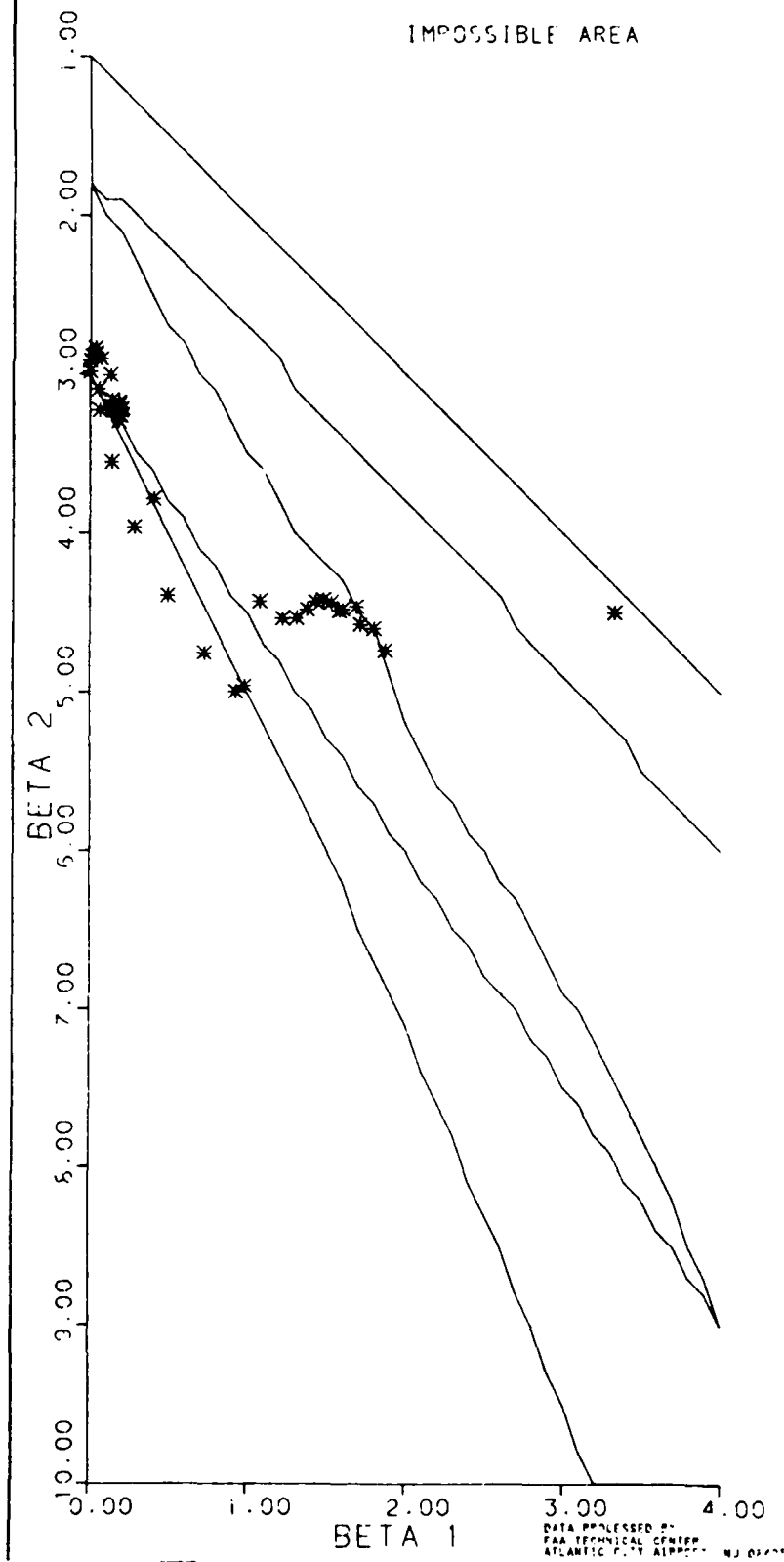
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 ALONGPATH SPEED (KNOTS)



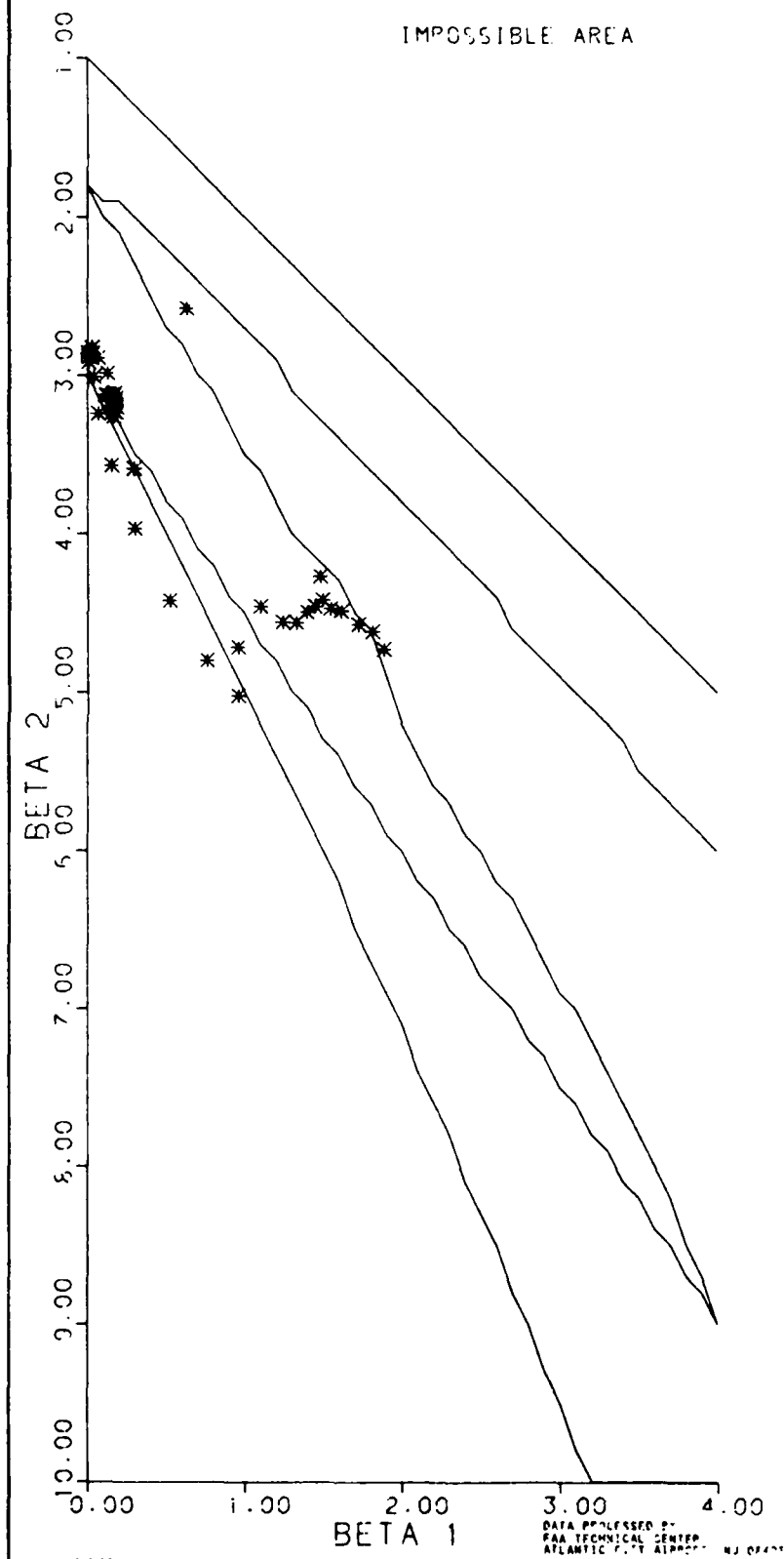
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR ERROR (DEG)



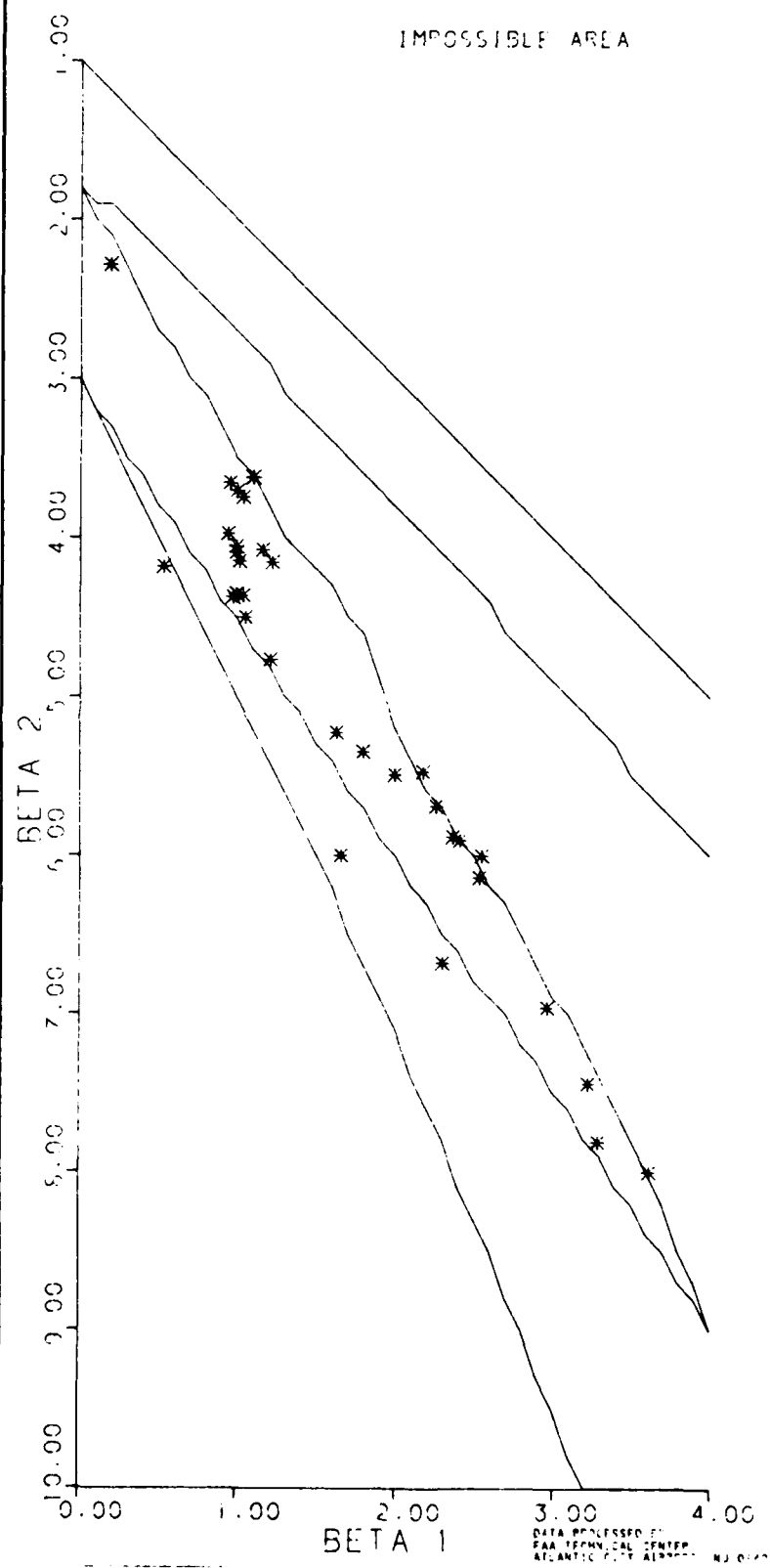
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE ERROR (FT)



VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR POSITION (DEG)

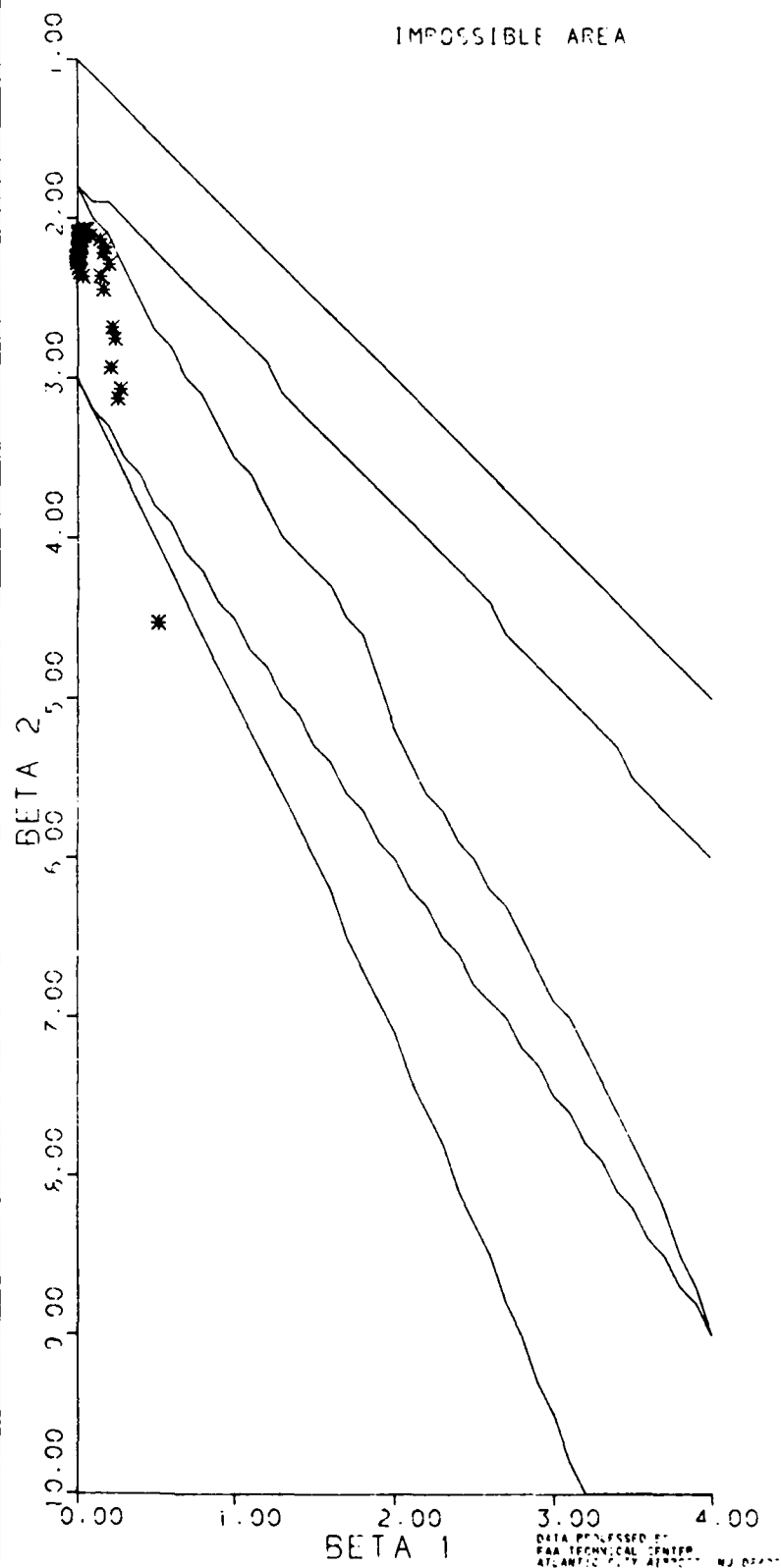


VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 6.000 DEGREE STRAIGHT IN APPROACHES  
 CROSS-TRACK POSITION (FT)

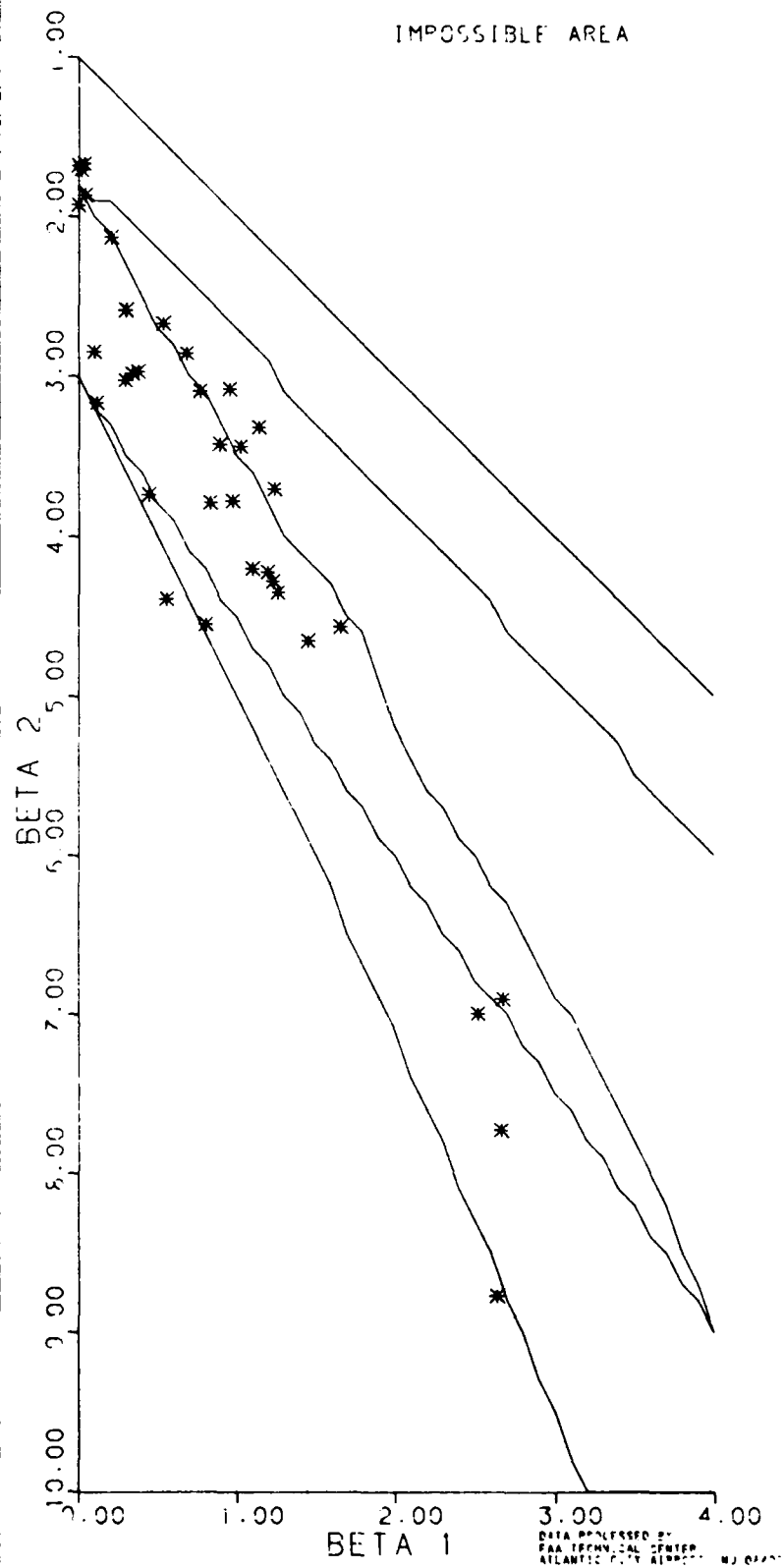




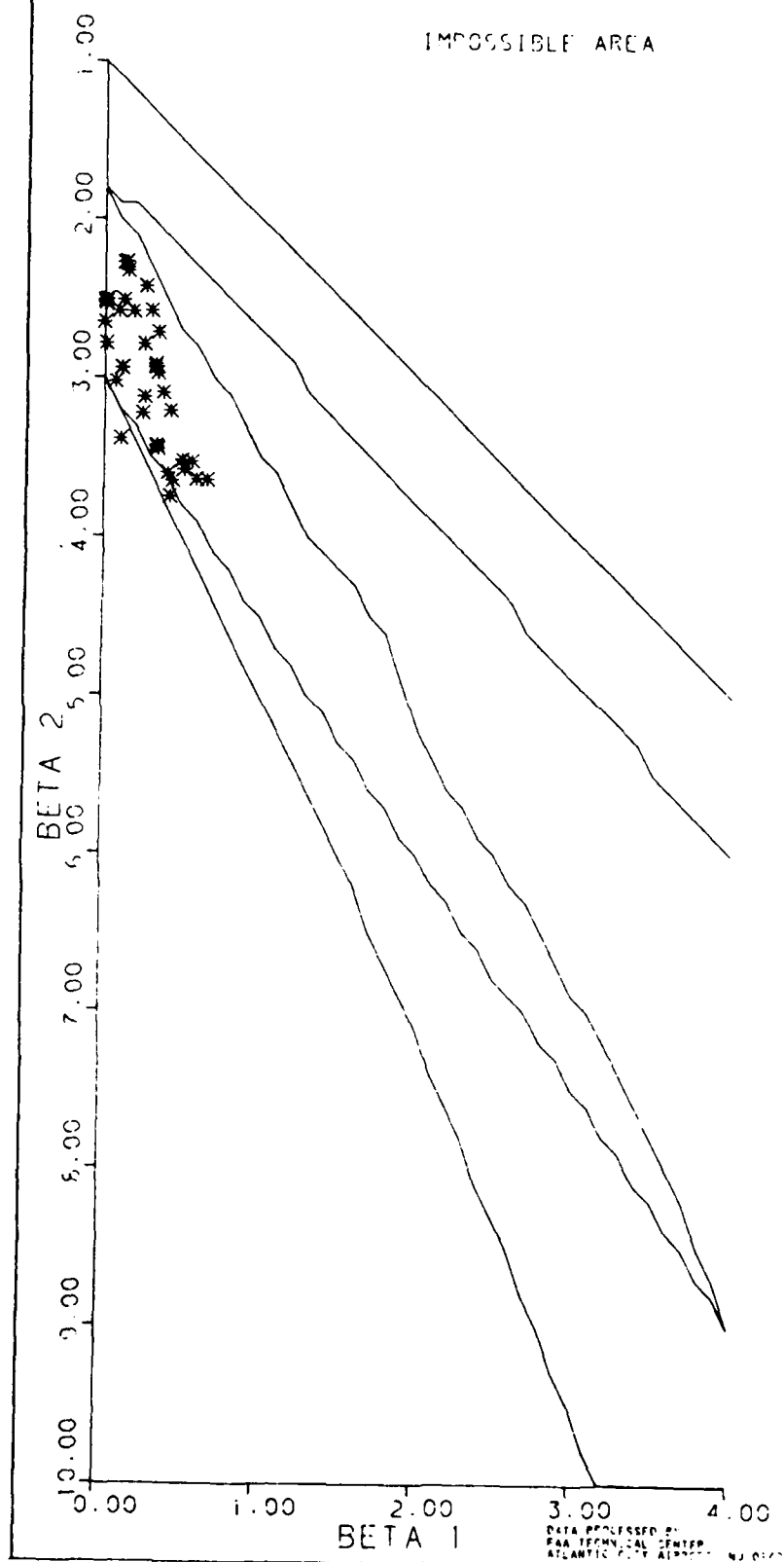
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
6.000 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE (FT)



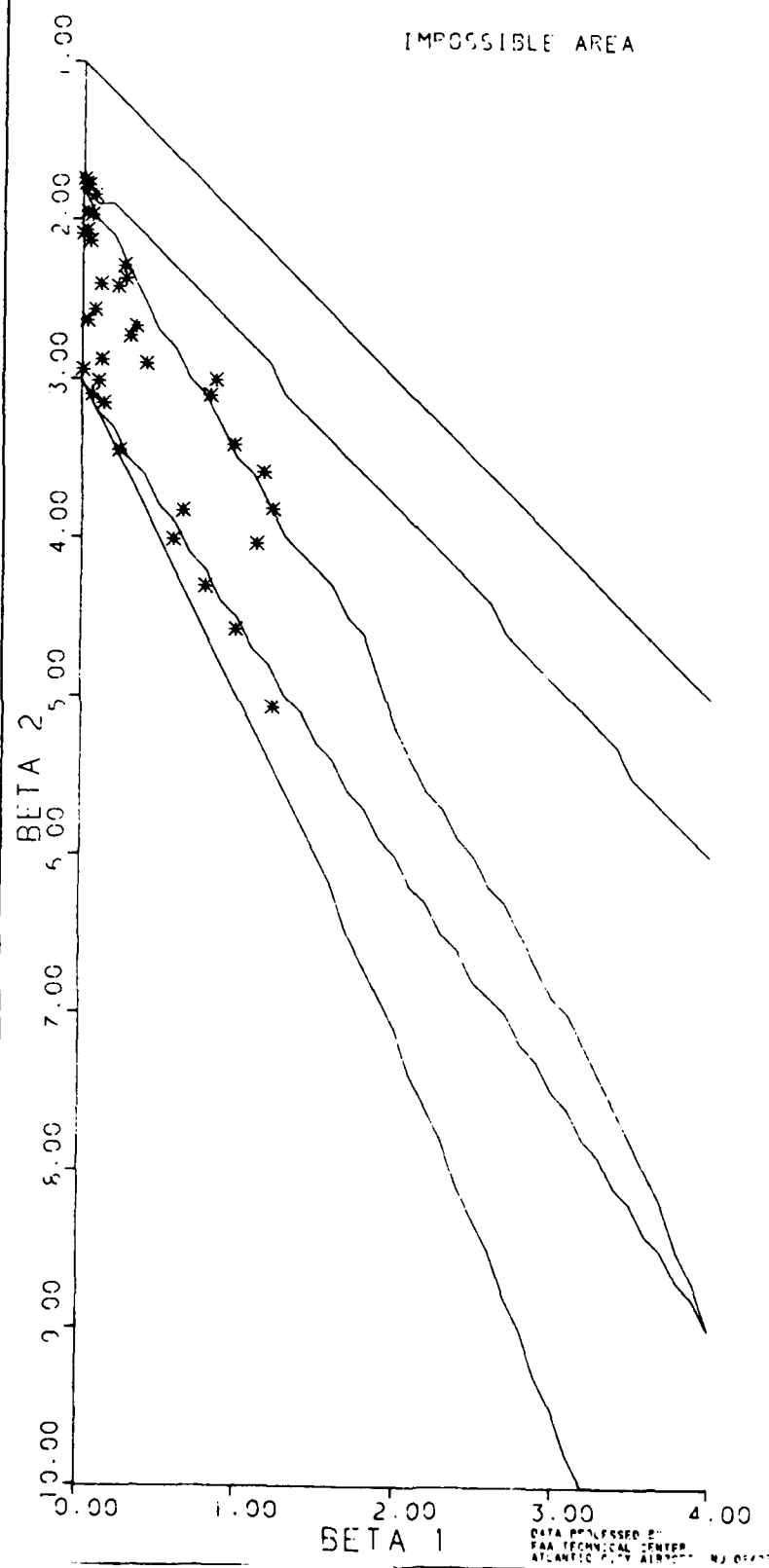
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 6.000 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK VELOCITY (FPM)



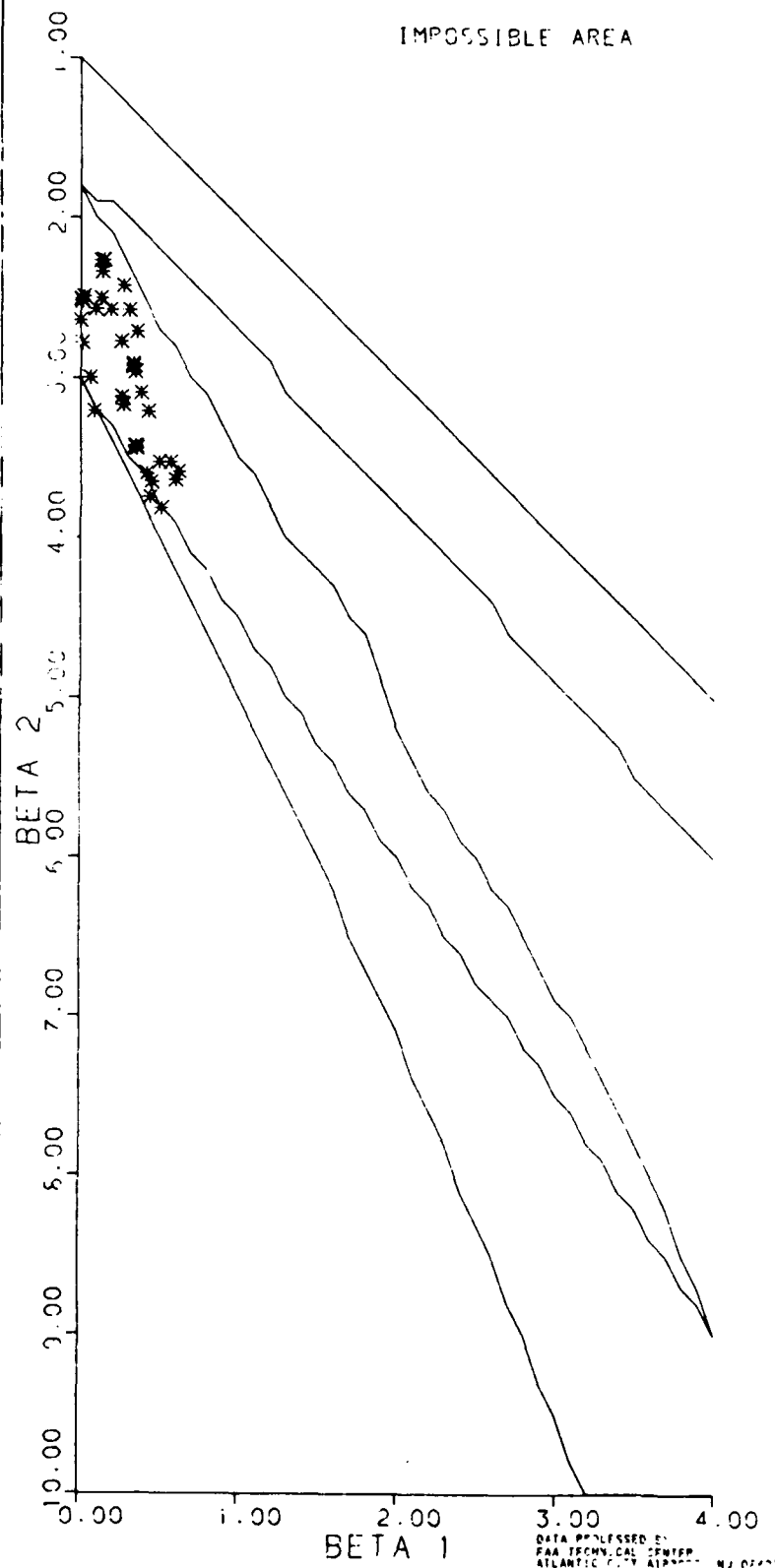
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 8.000 DEGREE STRAIGHT IN APPROACHES  
 ALONGTRACK VELOCITY (FPM)



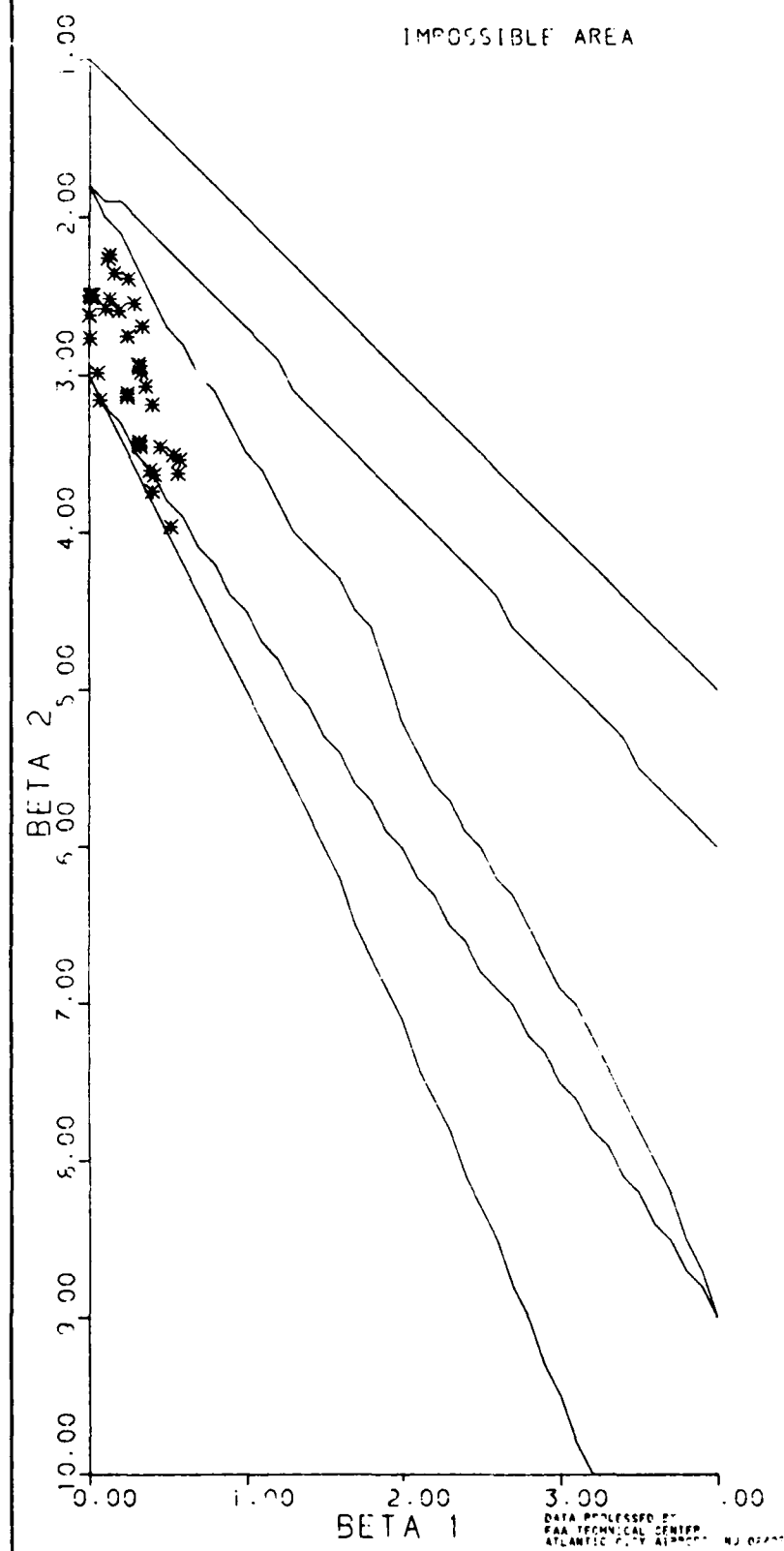
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 6.000 DEGREE STRAIGHT IN APPROACHES  
 VERTICAL VELOCITY (FPM)



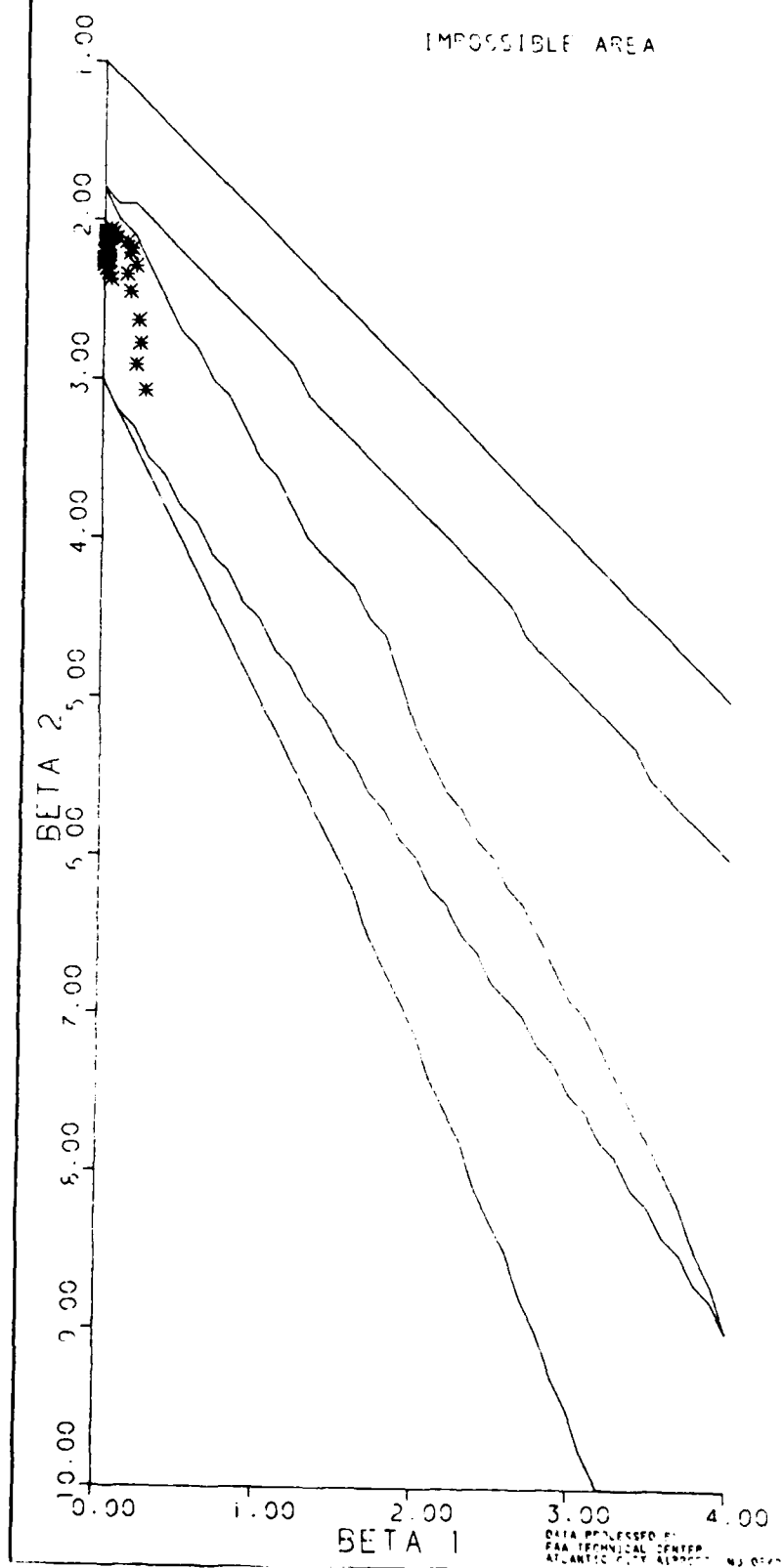
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 8.000 DEGREE STRAIGHT IN APPROACHES  
 GROUND SPEED (KNOTS)



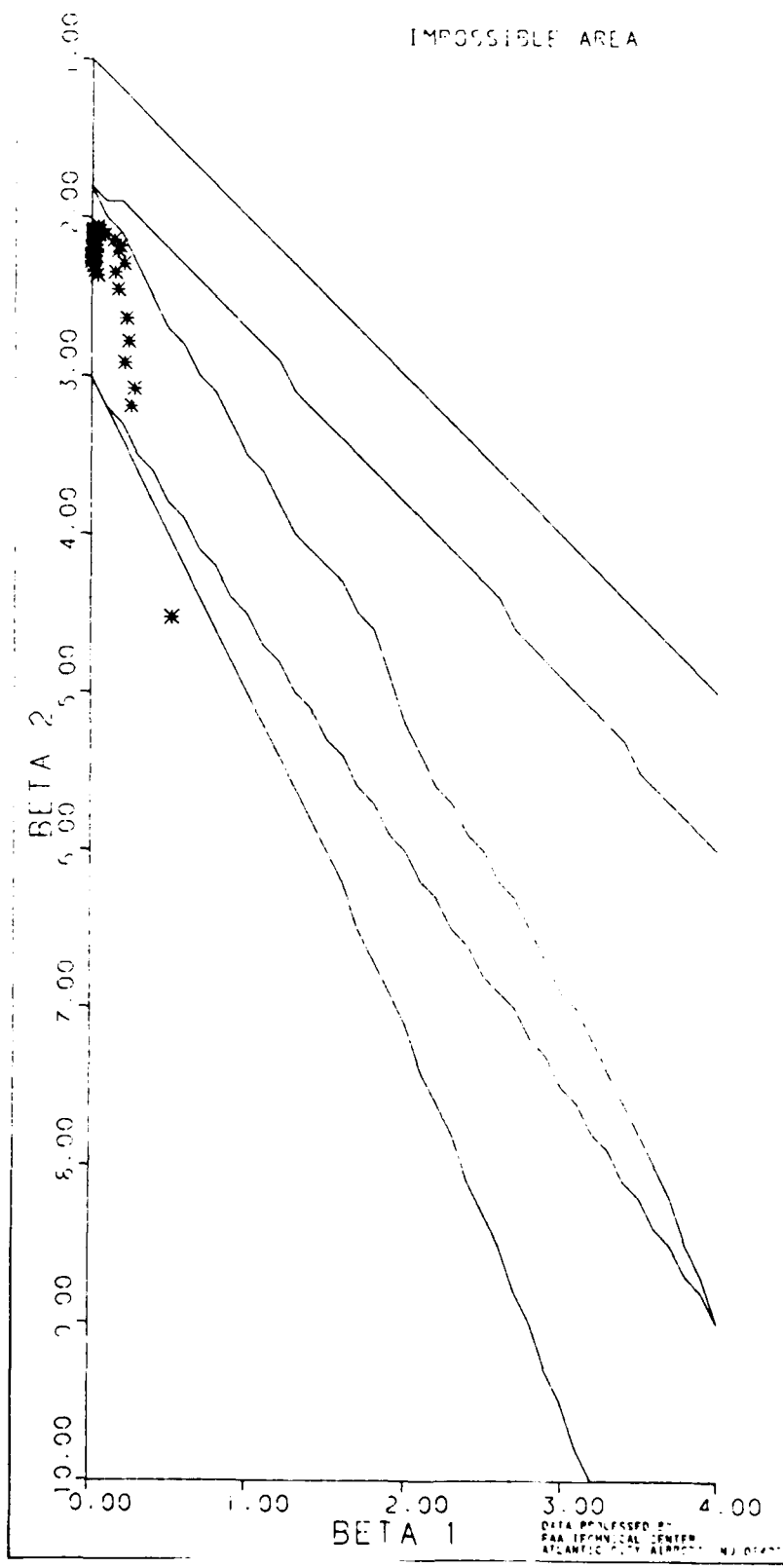
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 6.000 DEGREE STRAIGHT IN APPROACHES  
 ALONGPATH SPEED (KNOTS)



VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 8.000 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR ERROR (DEG)

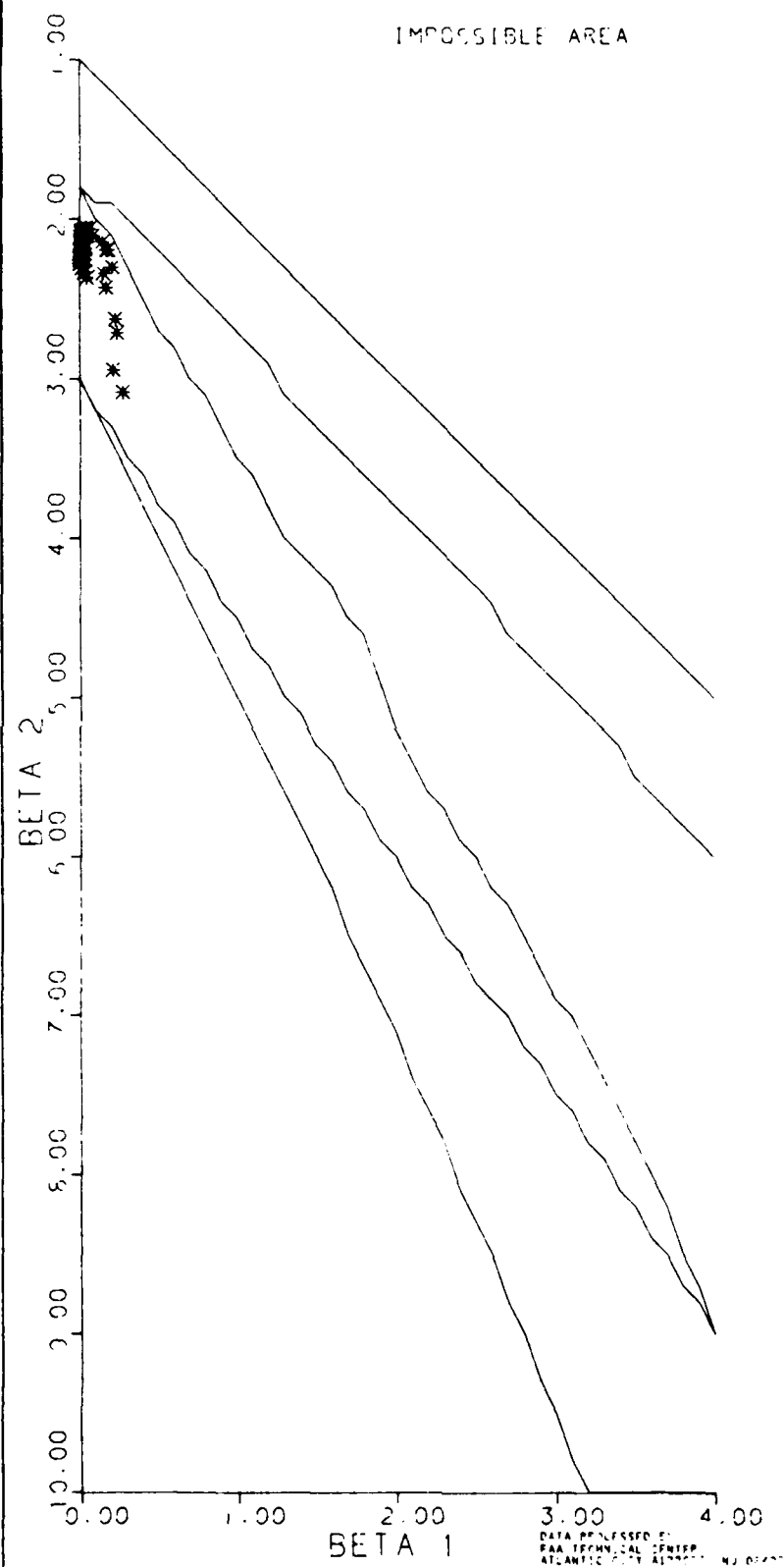


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 ALTITUDE ERROR (FT)

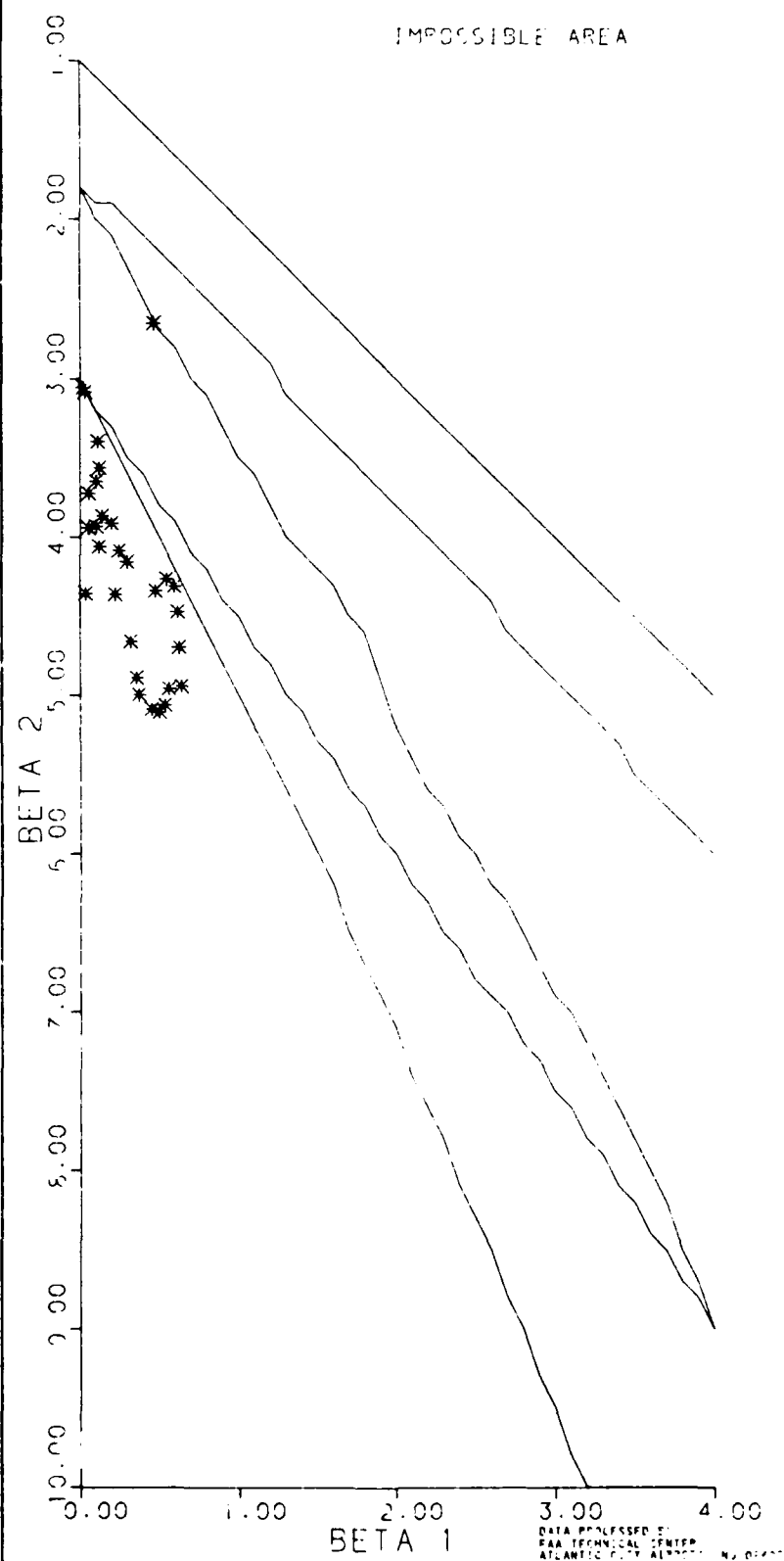




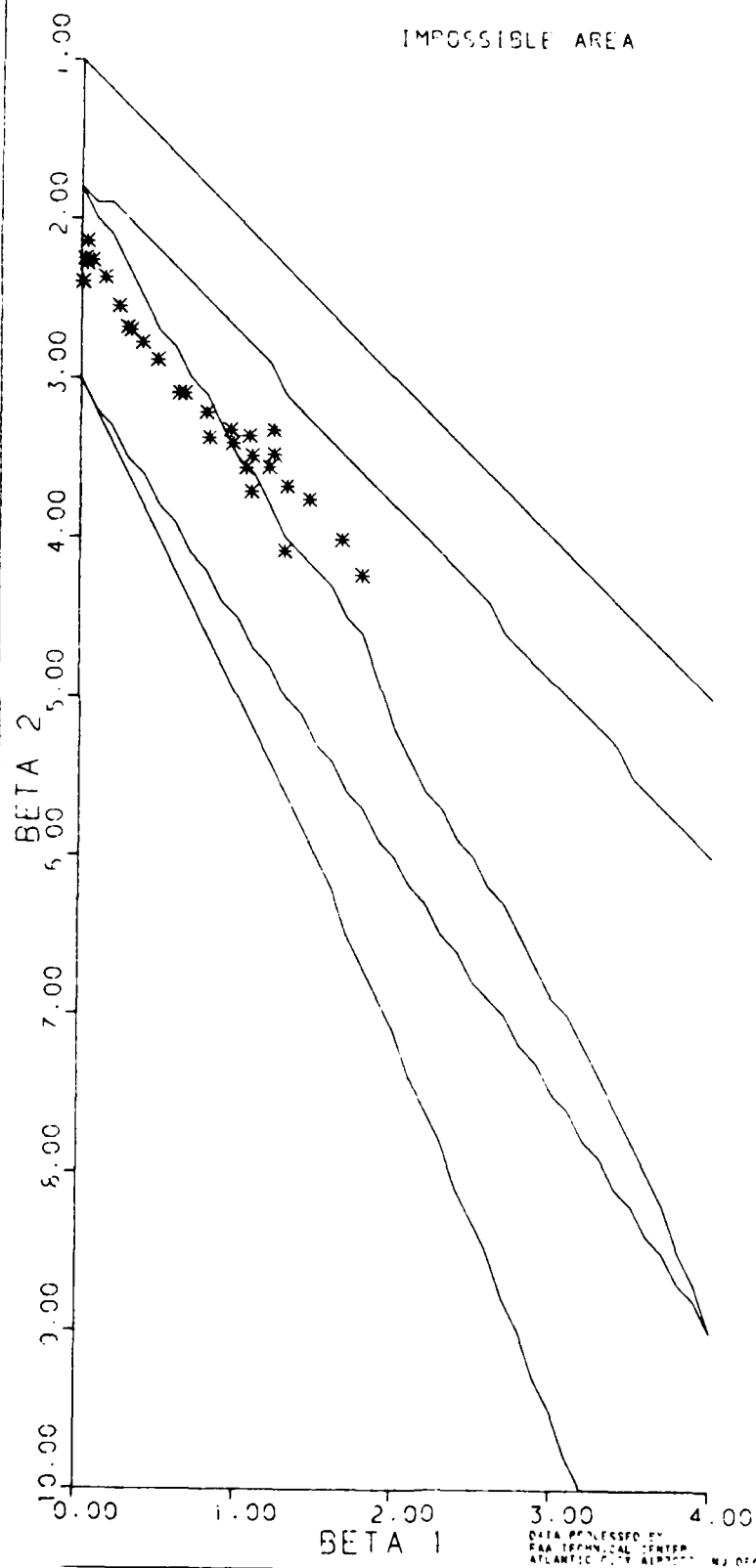
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 6.000 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR POSITION (DEG)



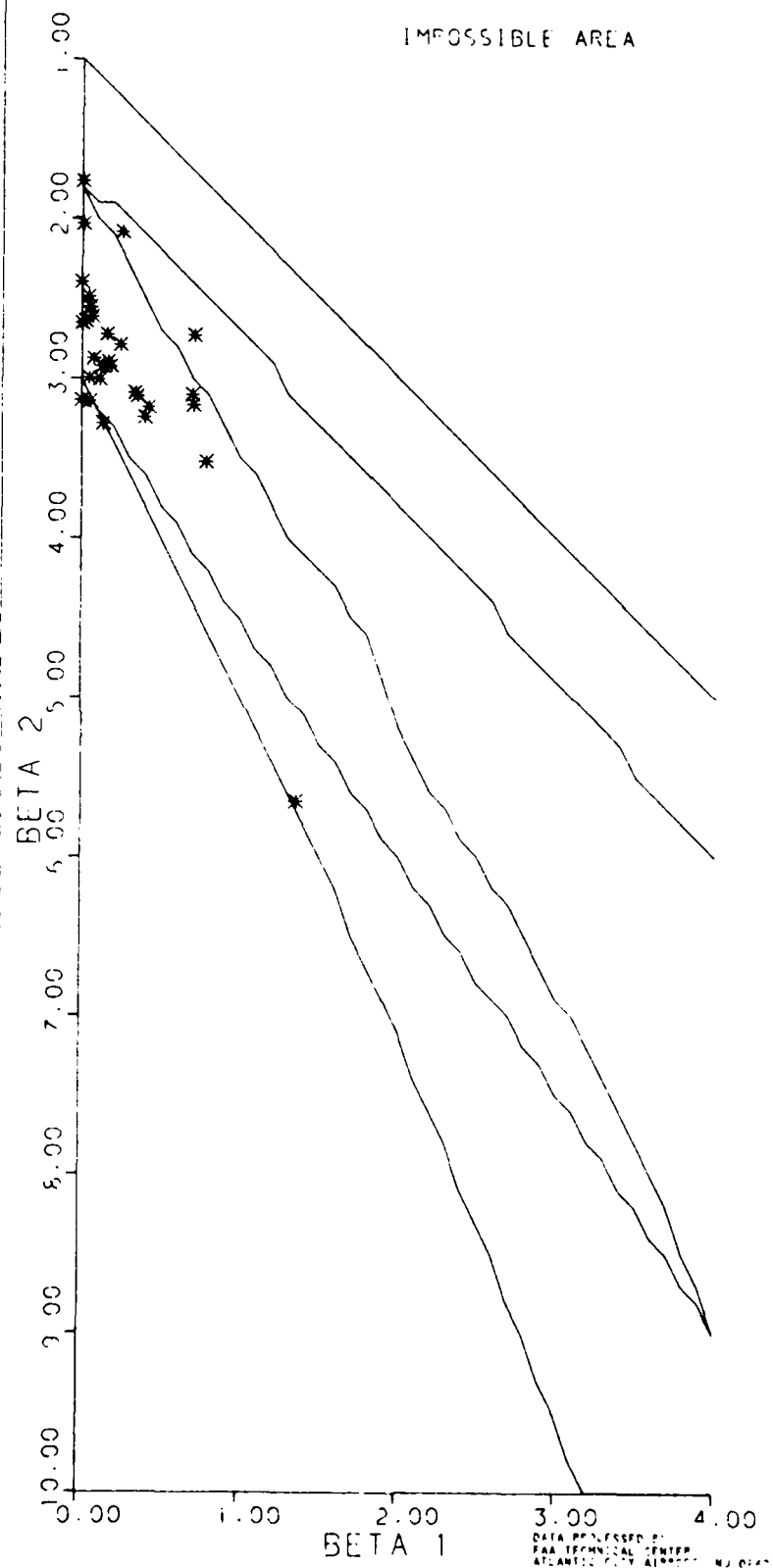
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK POSITION (FT)



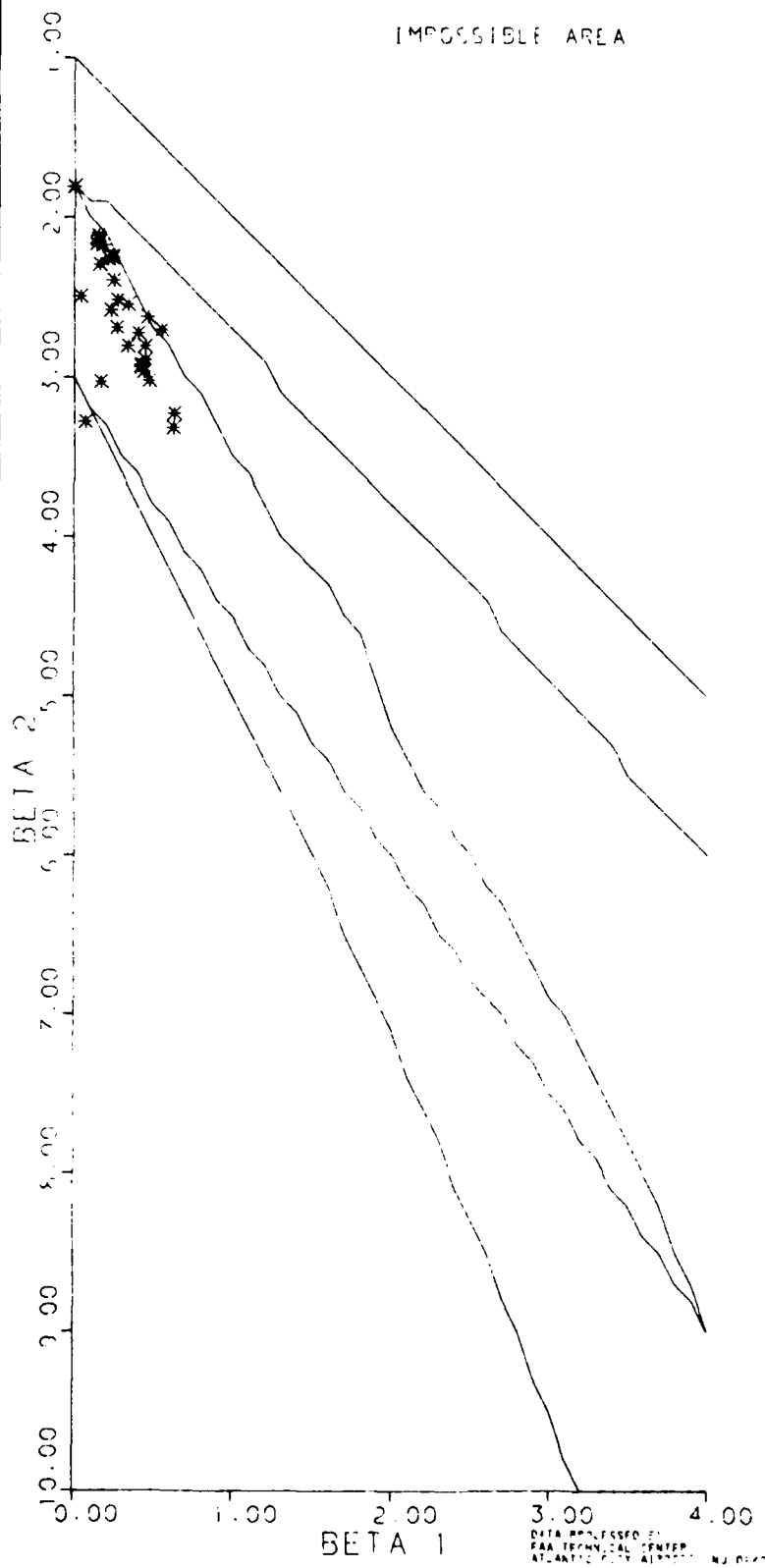
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 10.00 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE (FT)



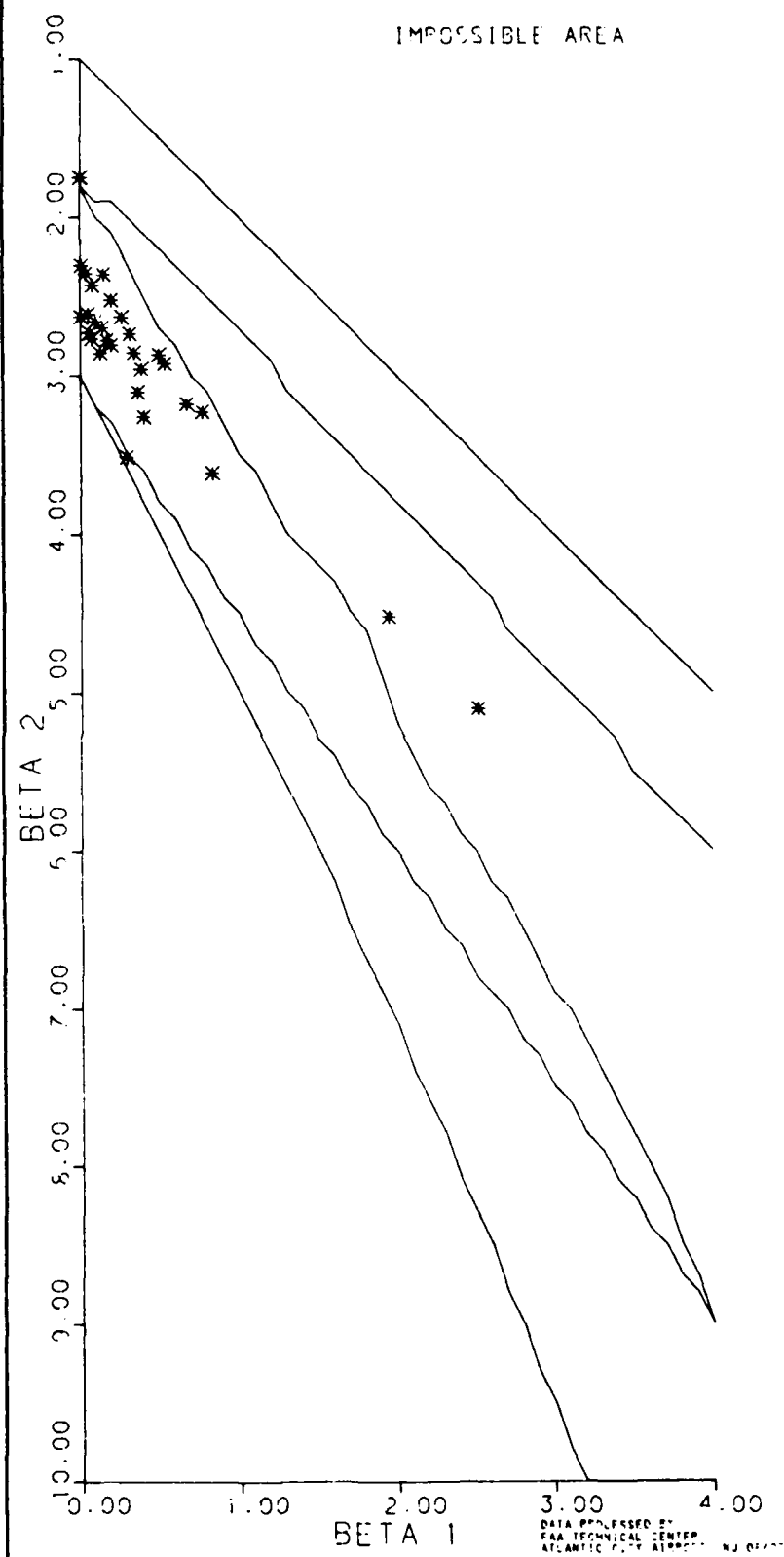
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 10.00 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK VELOCITY (FPM)



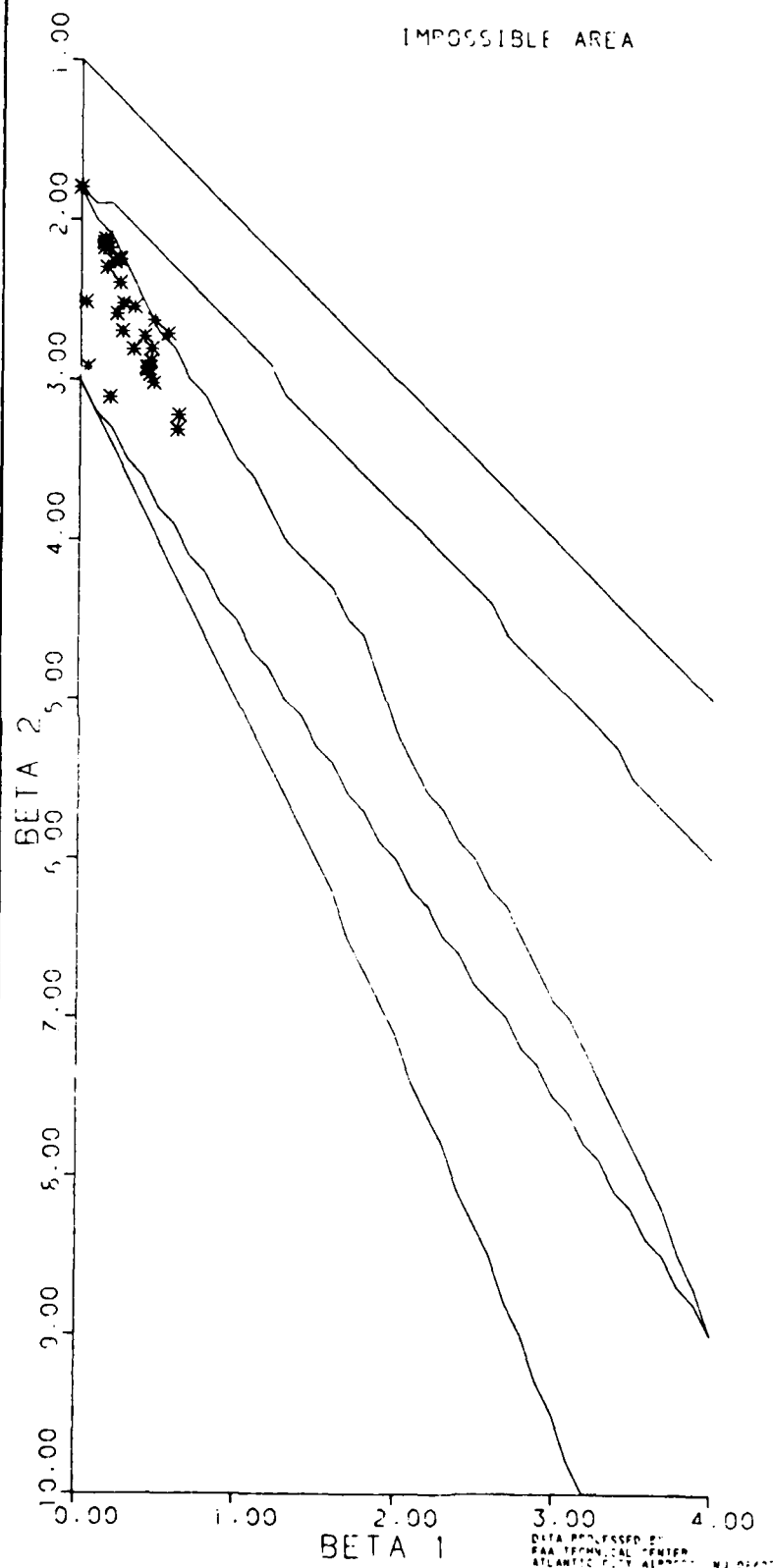
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 10.00 DEGREE STRAIGHT IN APPROACHES  
 ALONGTRACK VELOCITY (KPM)



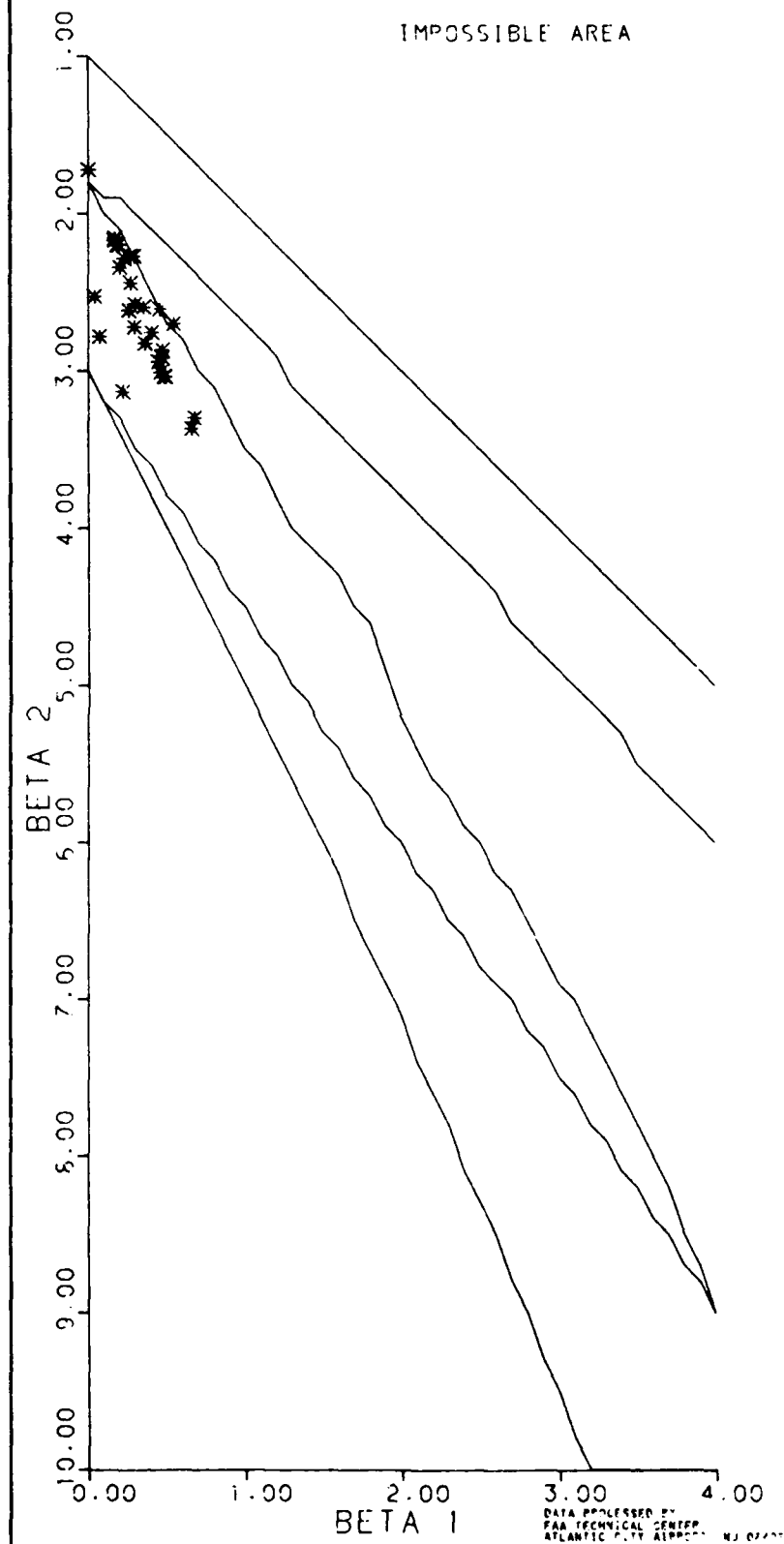
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE STRAIGHT IN APPROACHES  
 VERTICAL VELOCITY (FPM)



VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE STRAIGHT IN APPROACHES  
 GROUND SPEED (KNOTS)

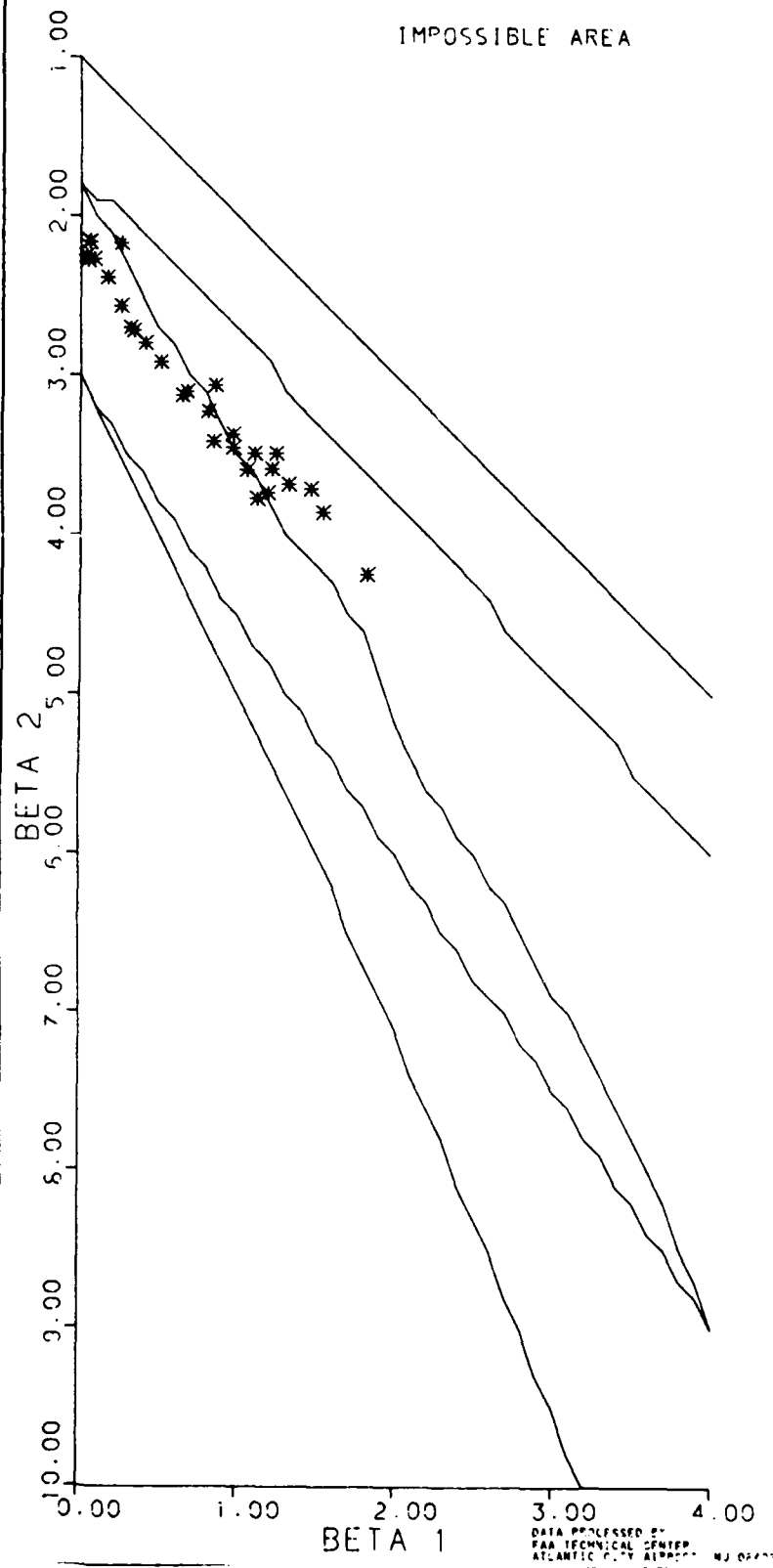


VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE STRAIGHT IN APPROACHES  
 ALONGPATH SPEED (KNOTS)

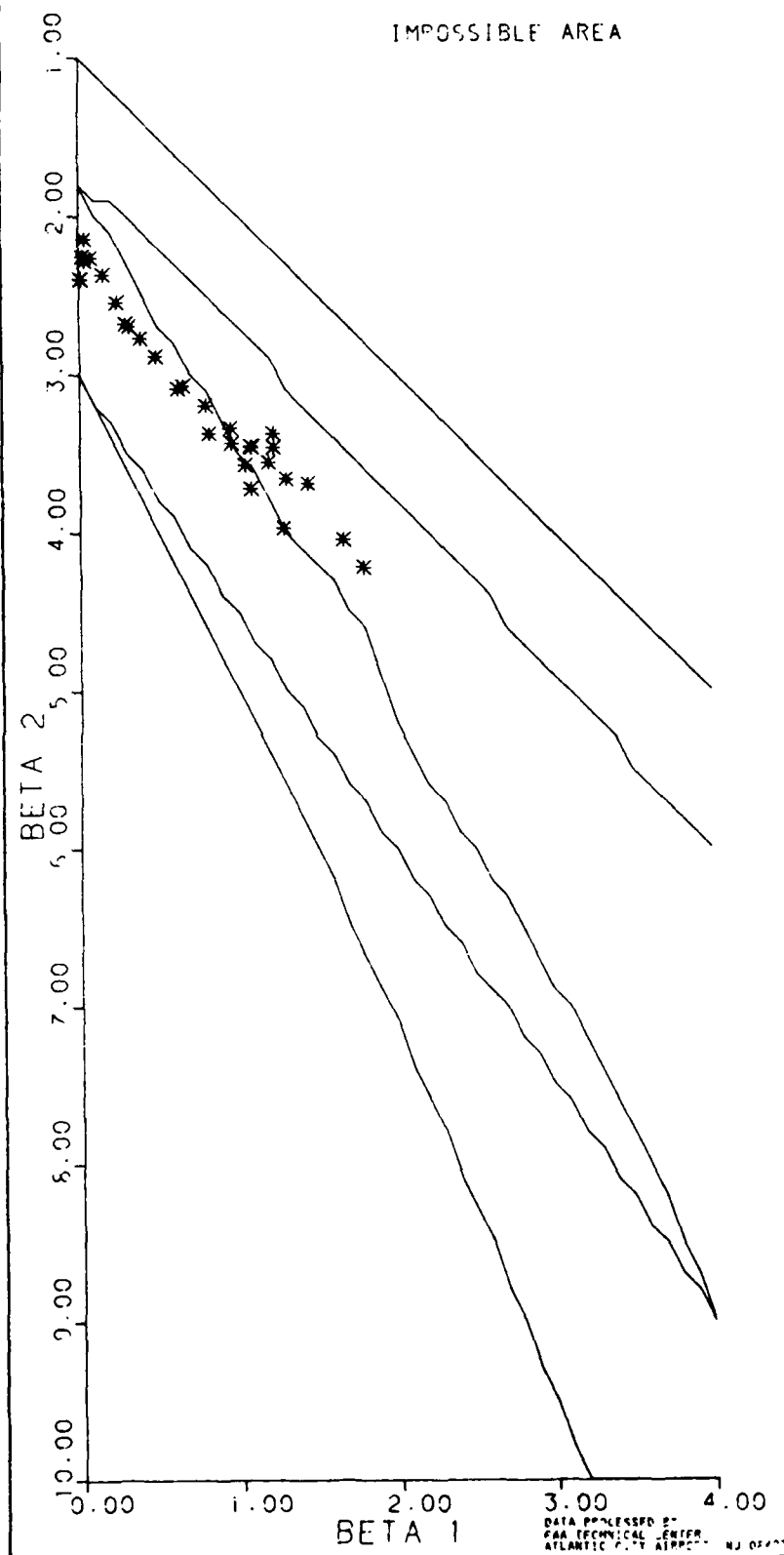




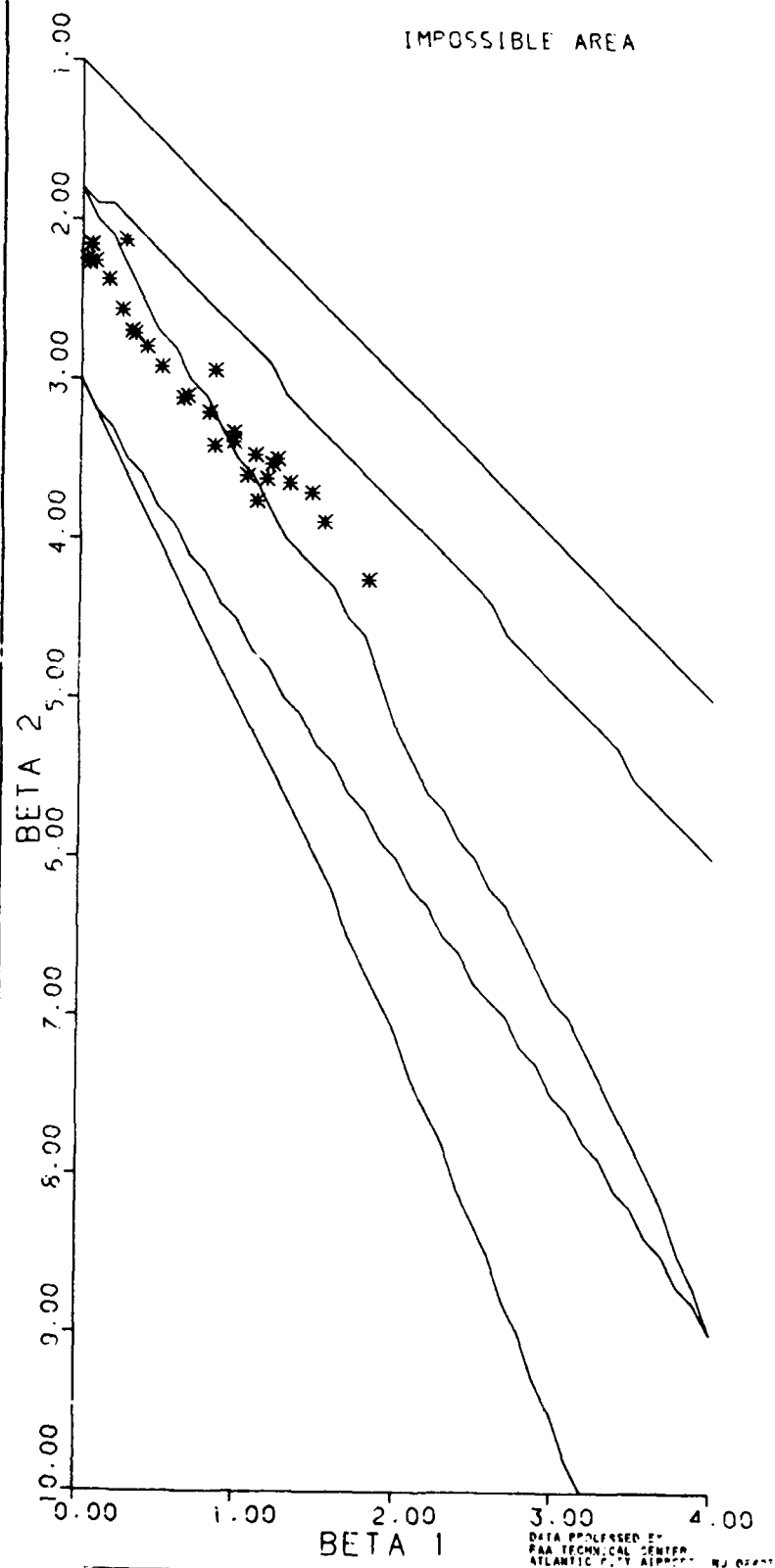
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR ERROR (DEG)



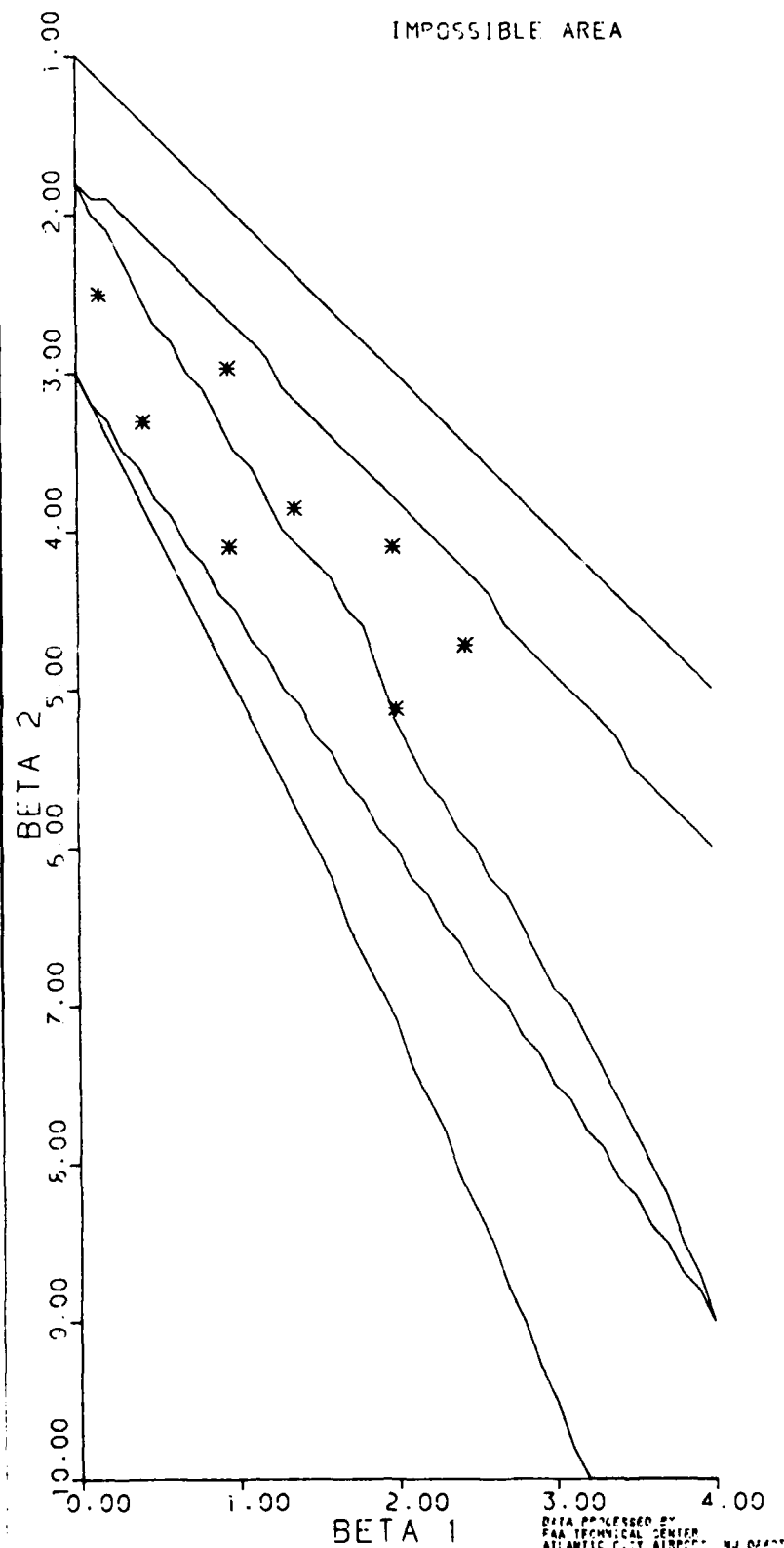
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 10.00 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE ERROR (FT)



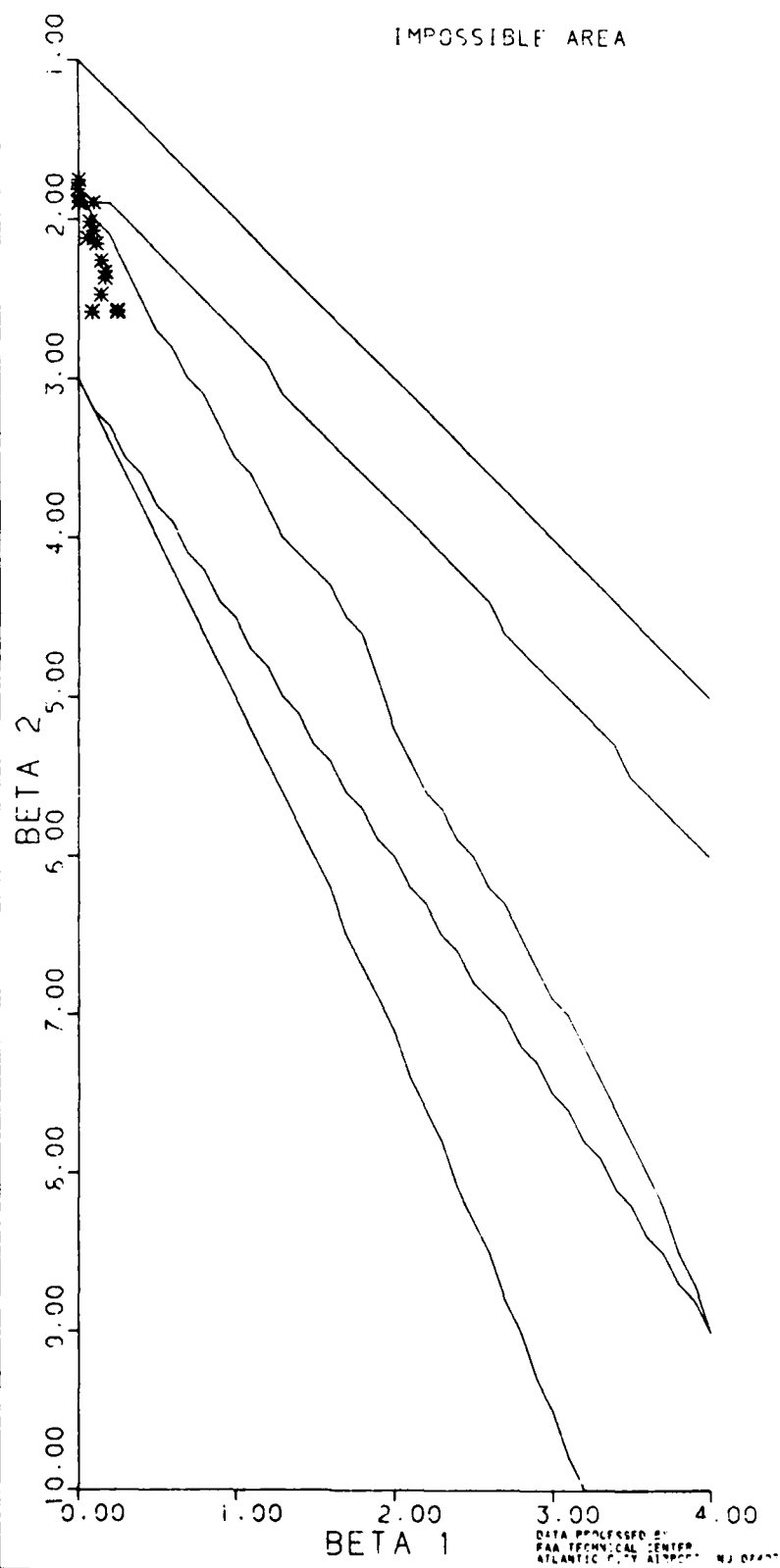
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 10.00 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR POSITION (DEG)



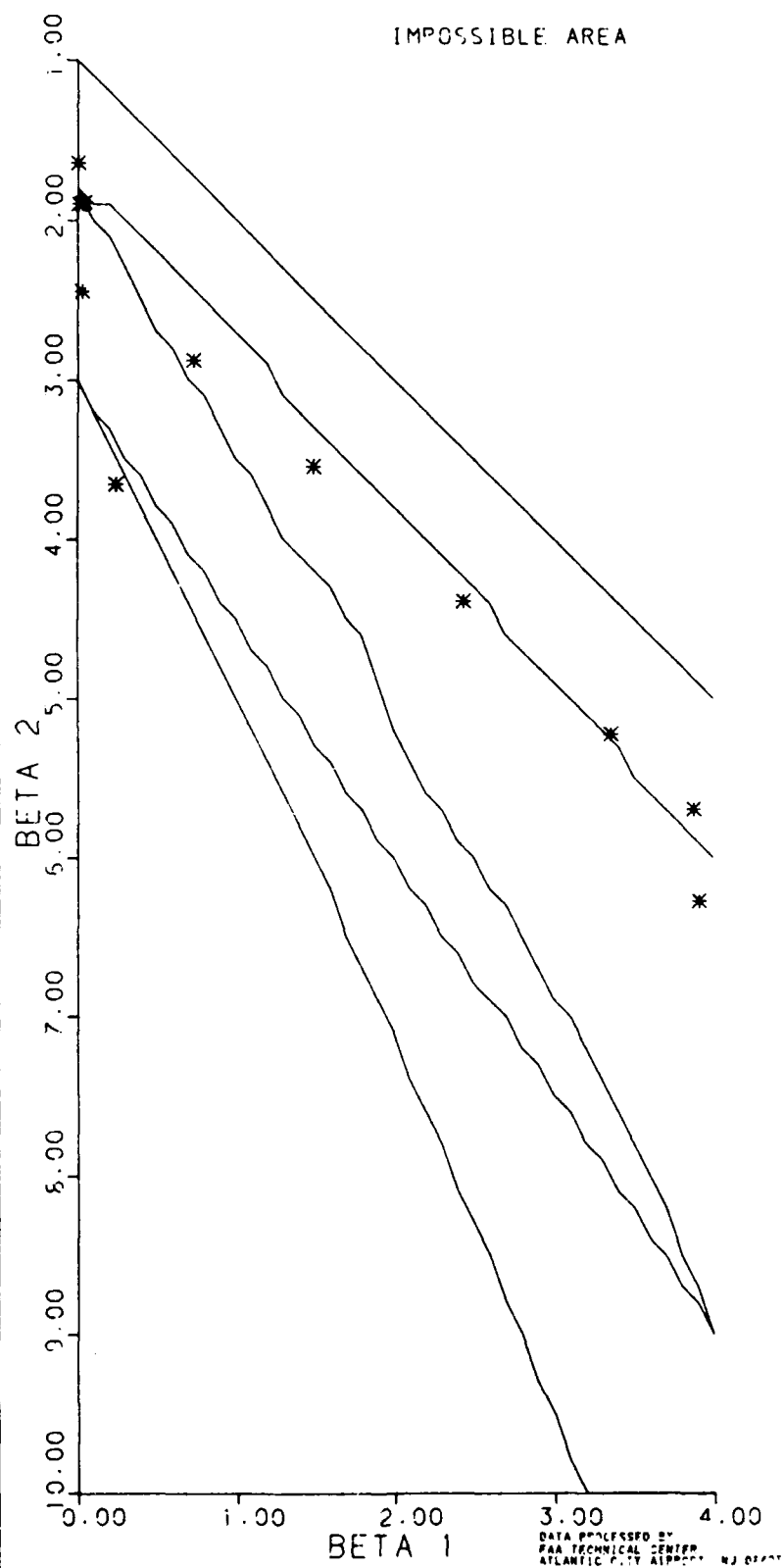
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE CURVED APPROACHES  
 CROSSTRACK POSITION (FT)



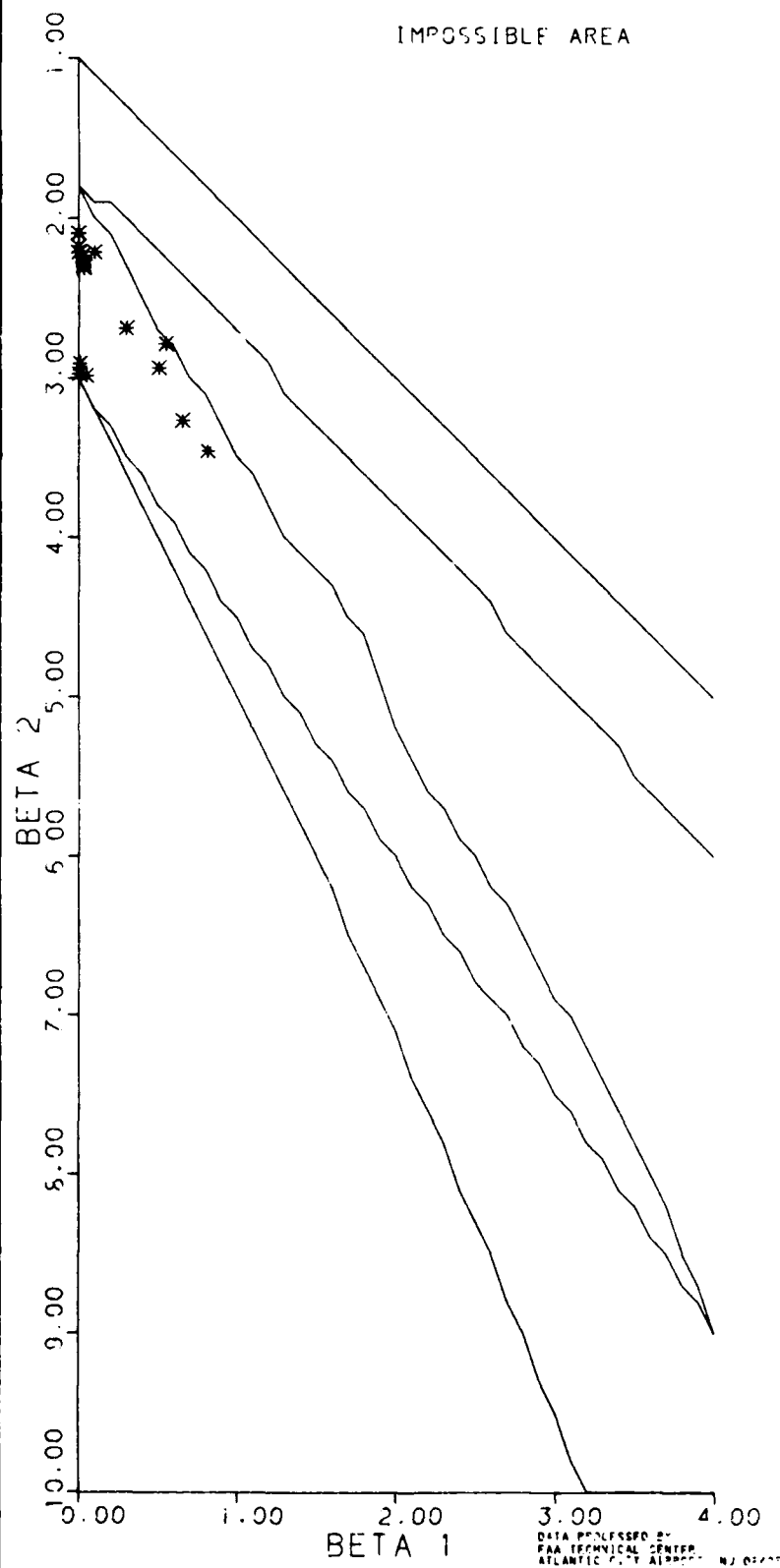
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 ALTITUDE (FT)



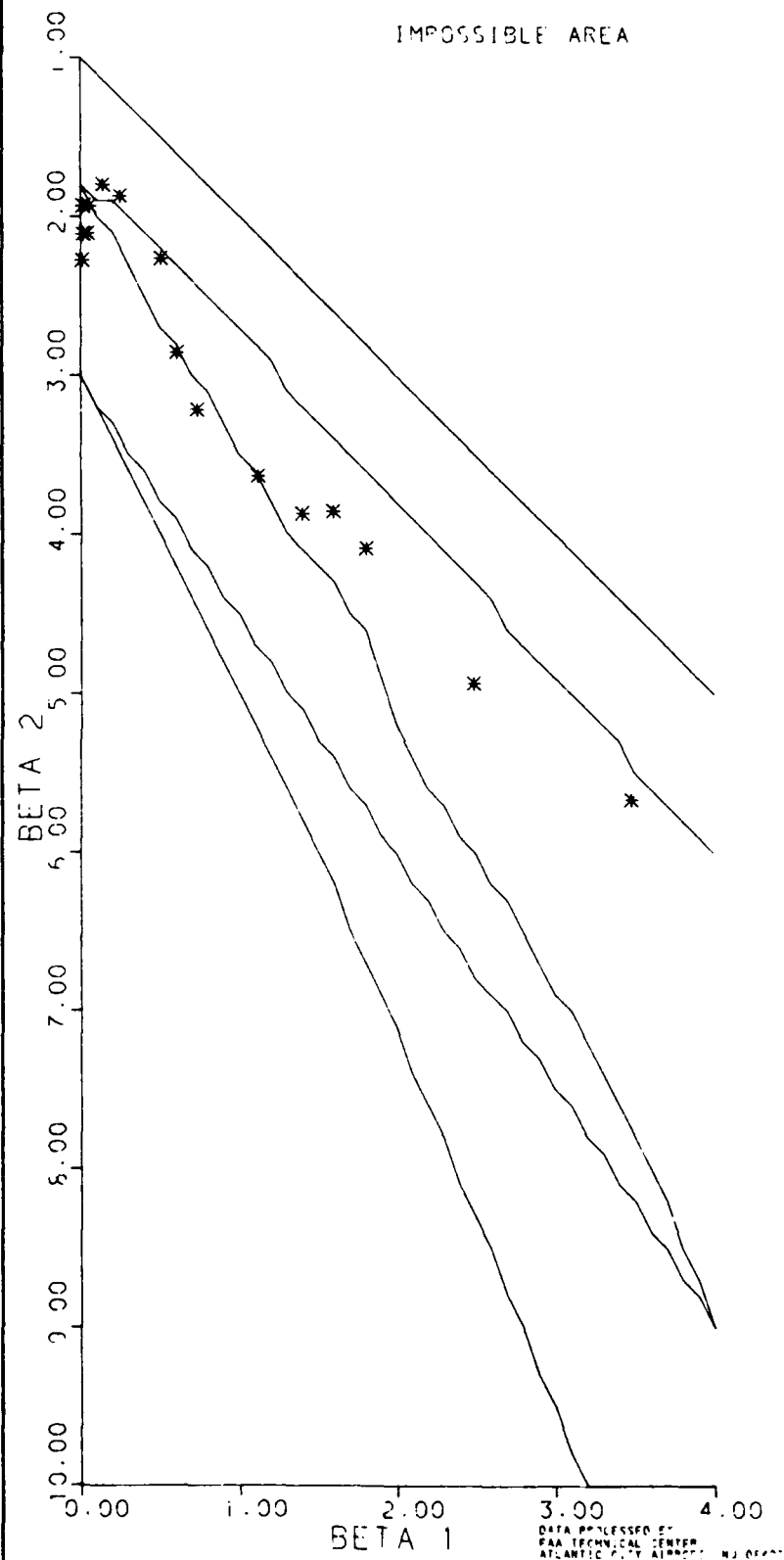
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE CURVED APPROACHES  
 CROSSTRACK VELOCITY (FPM)



VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE CURVED APPROACHES  
 ALONGTRACK VELOCITY (FPM)

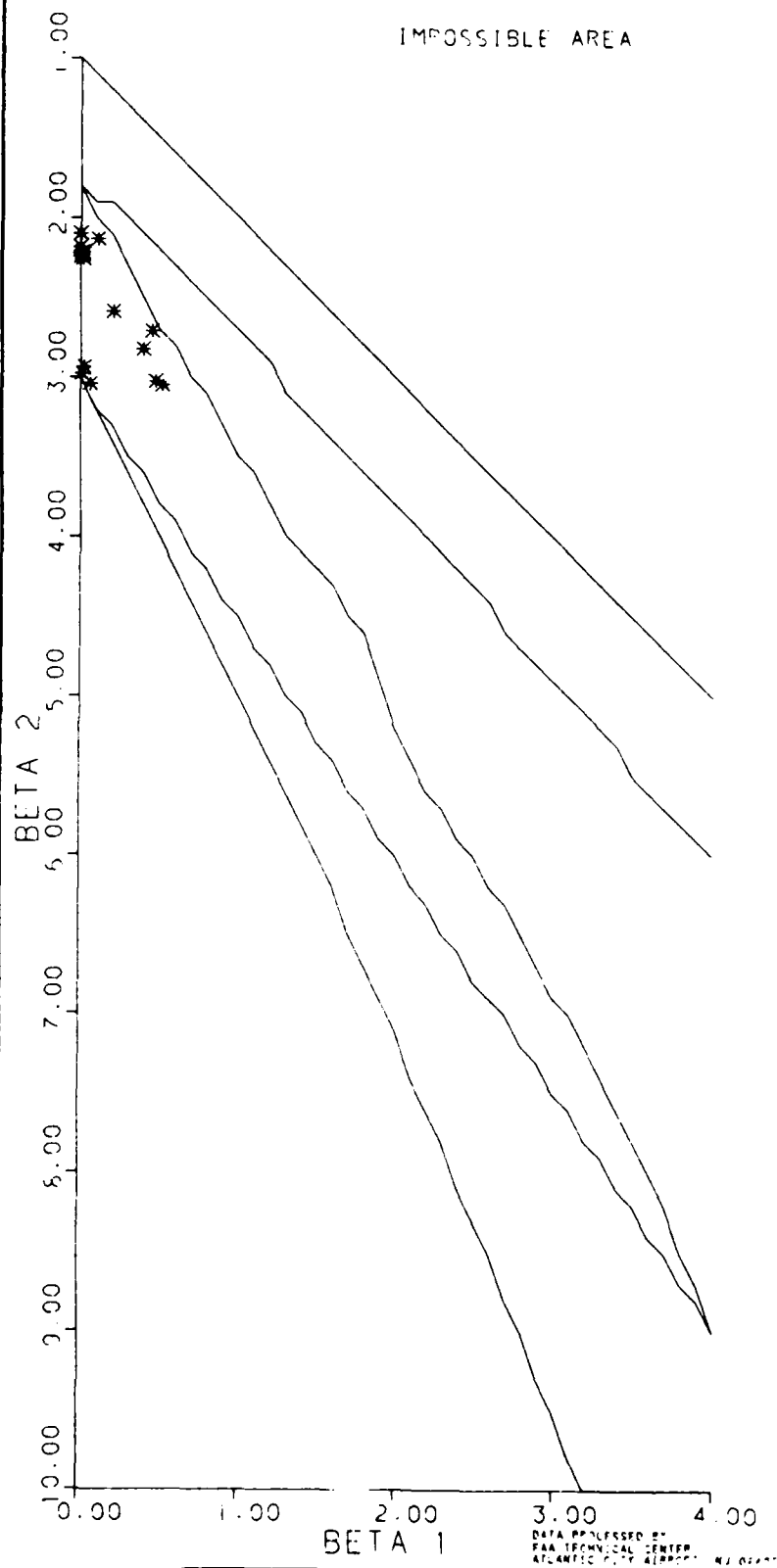


VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE CURVED APPROACHES  
 VERTICAL VELOCITY (FPM)

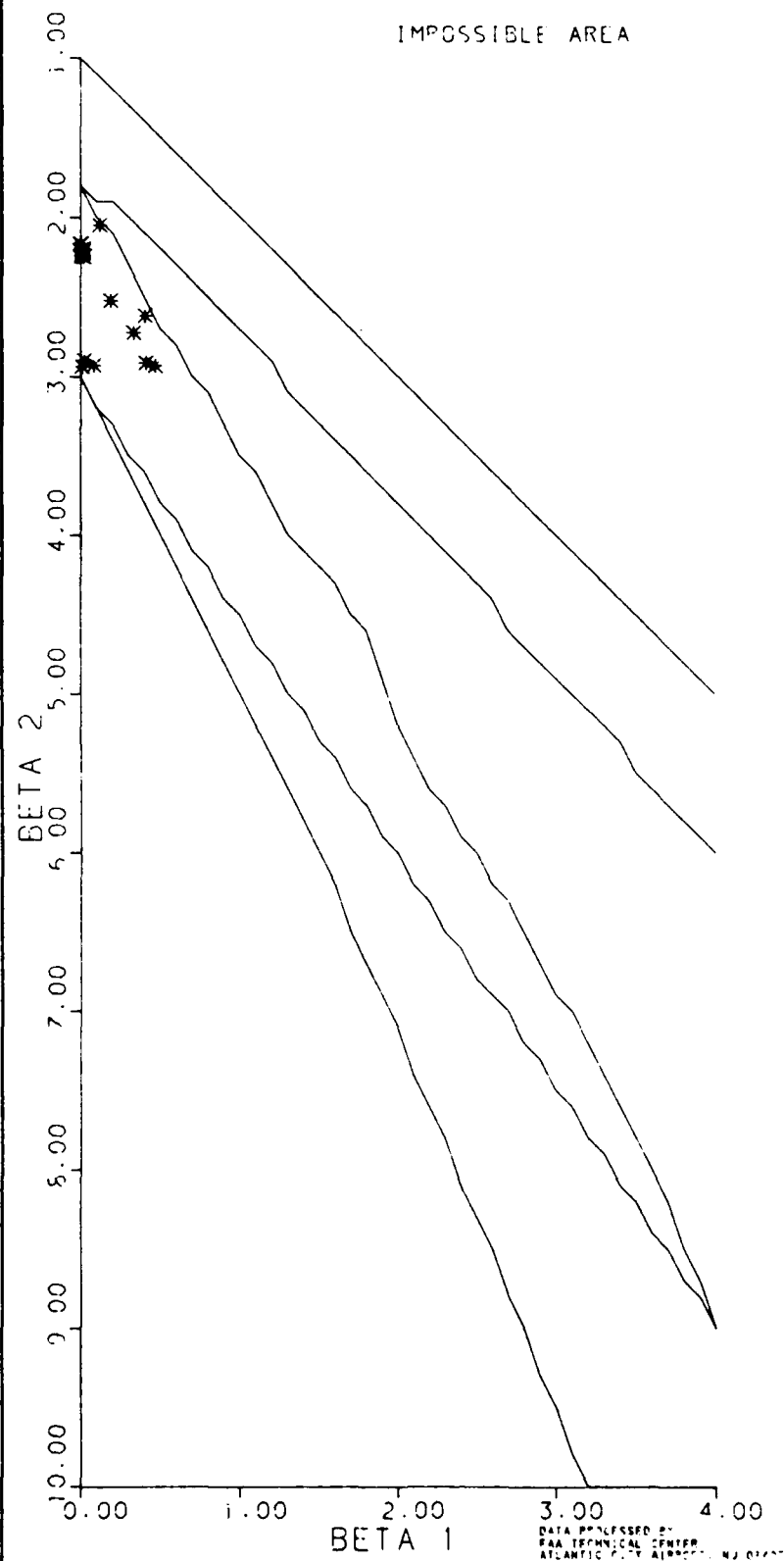




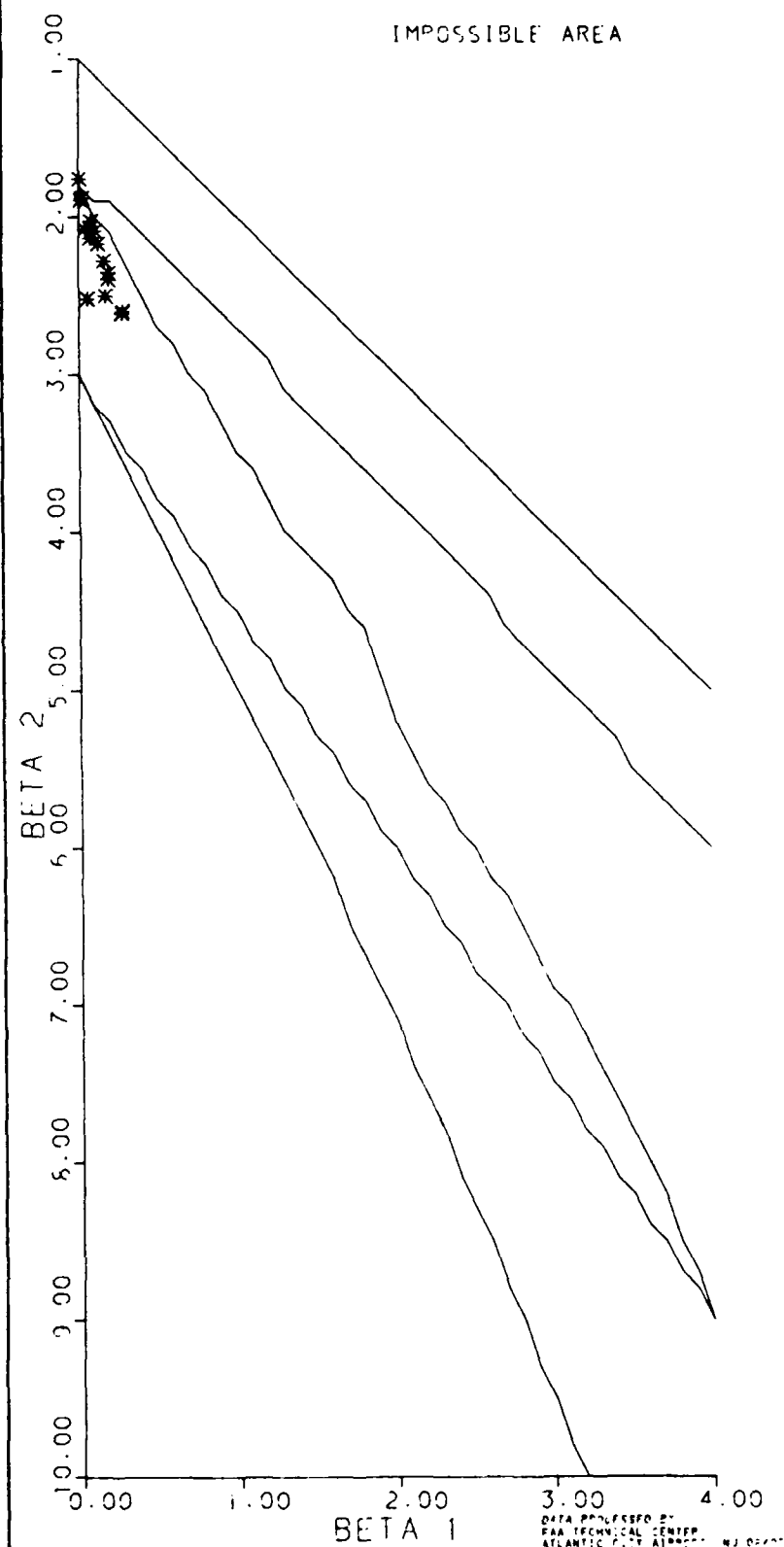
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE CURVED APPROACHES  
 GROUND SPEED (KNOTS)



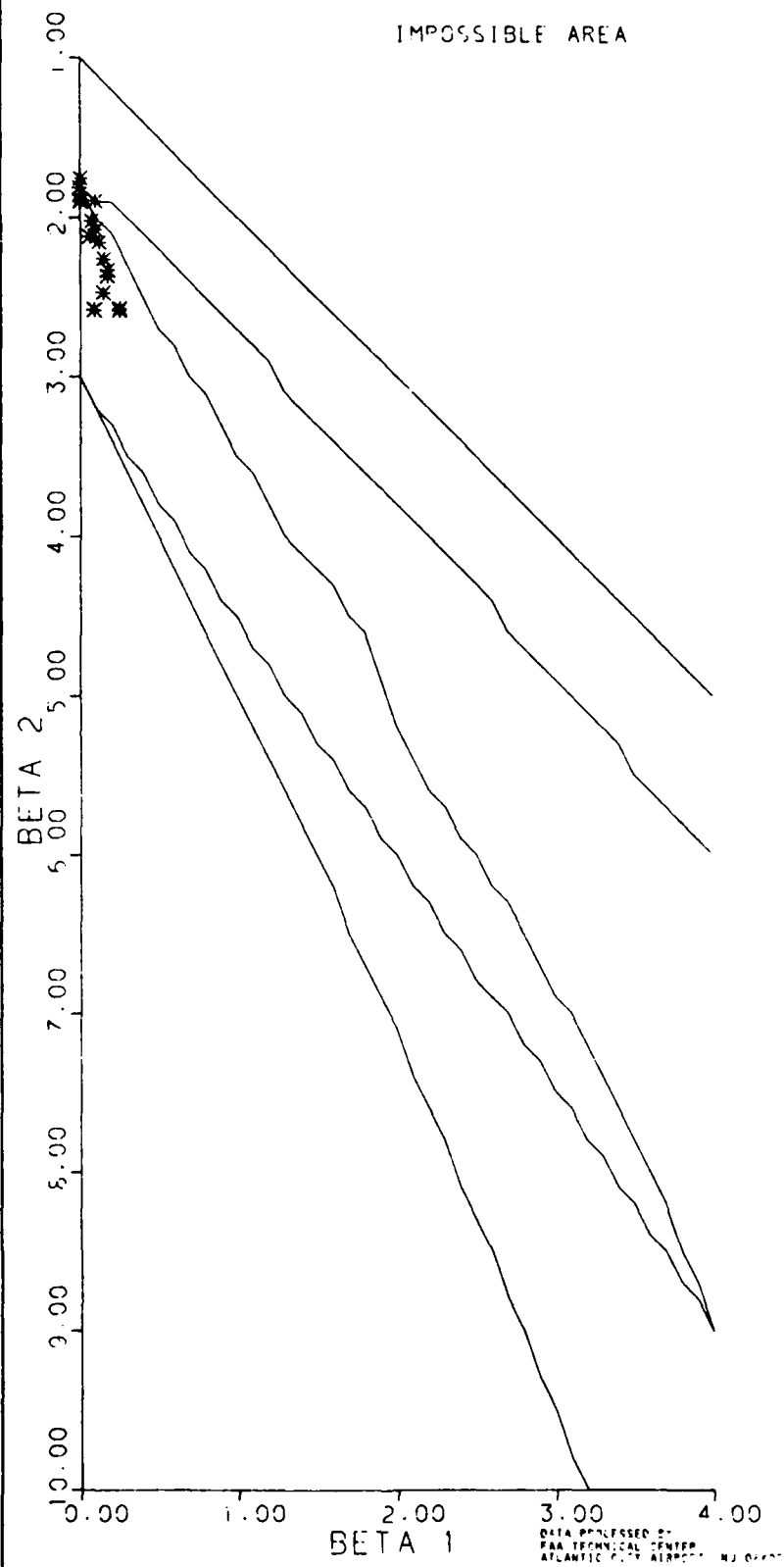
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 ALONGPATH SPEED (KNOTS)



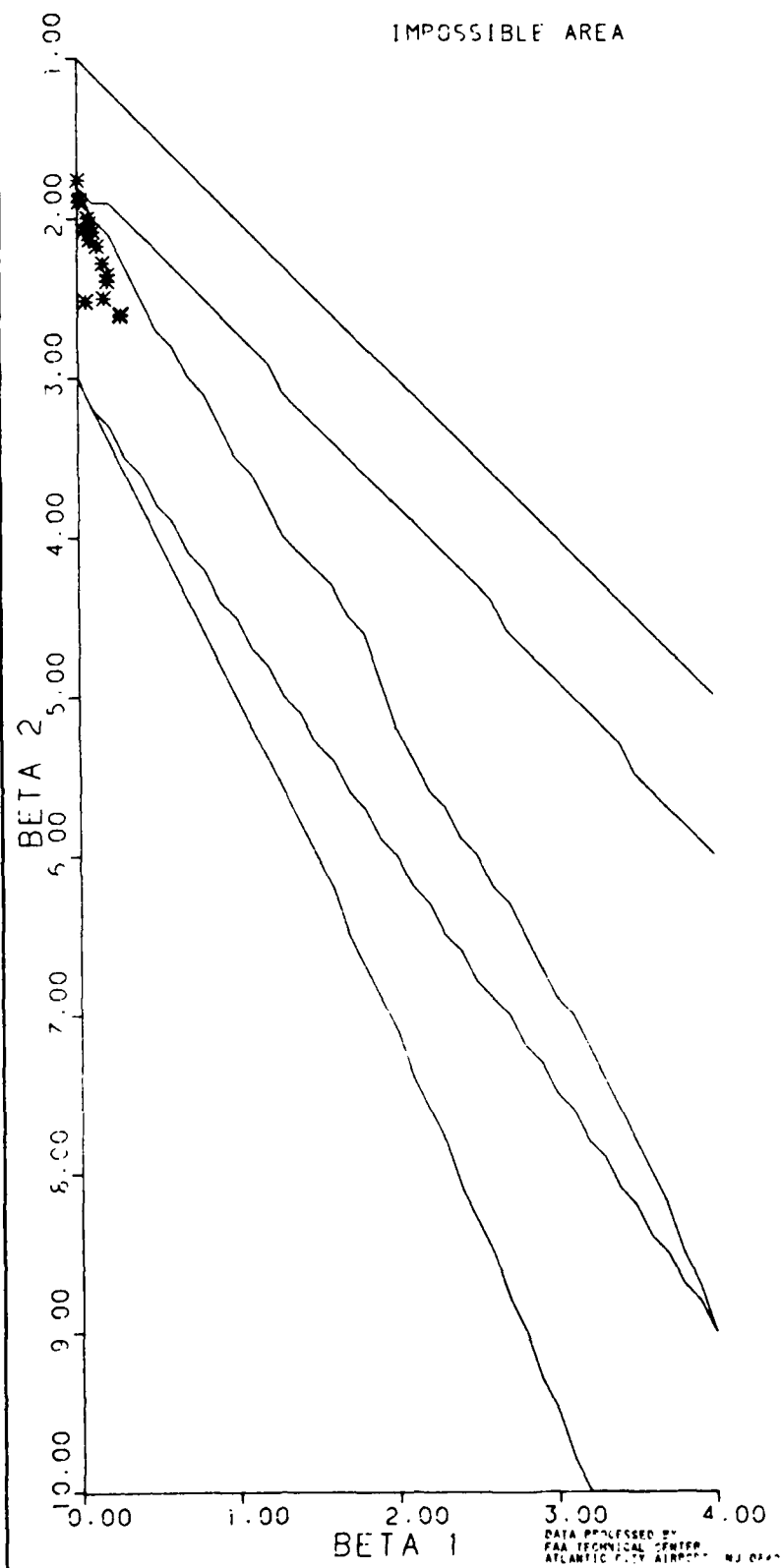
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 ANGULAR ERROR (DEG)



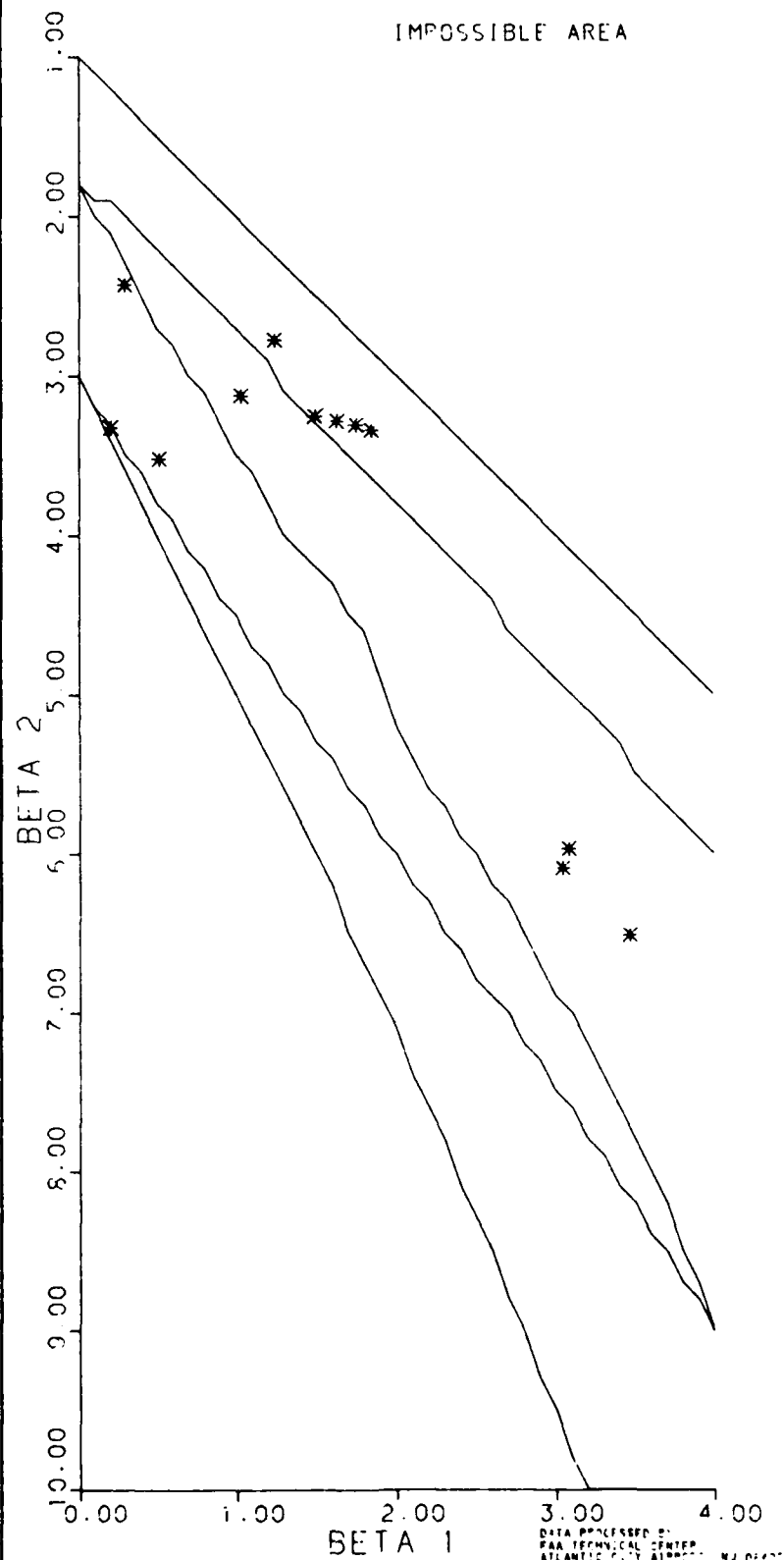
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 ALTITUDE ERROR (FT)



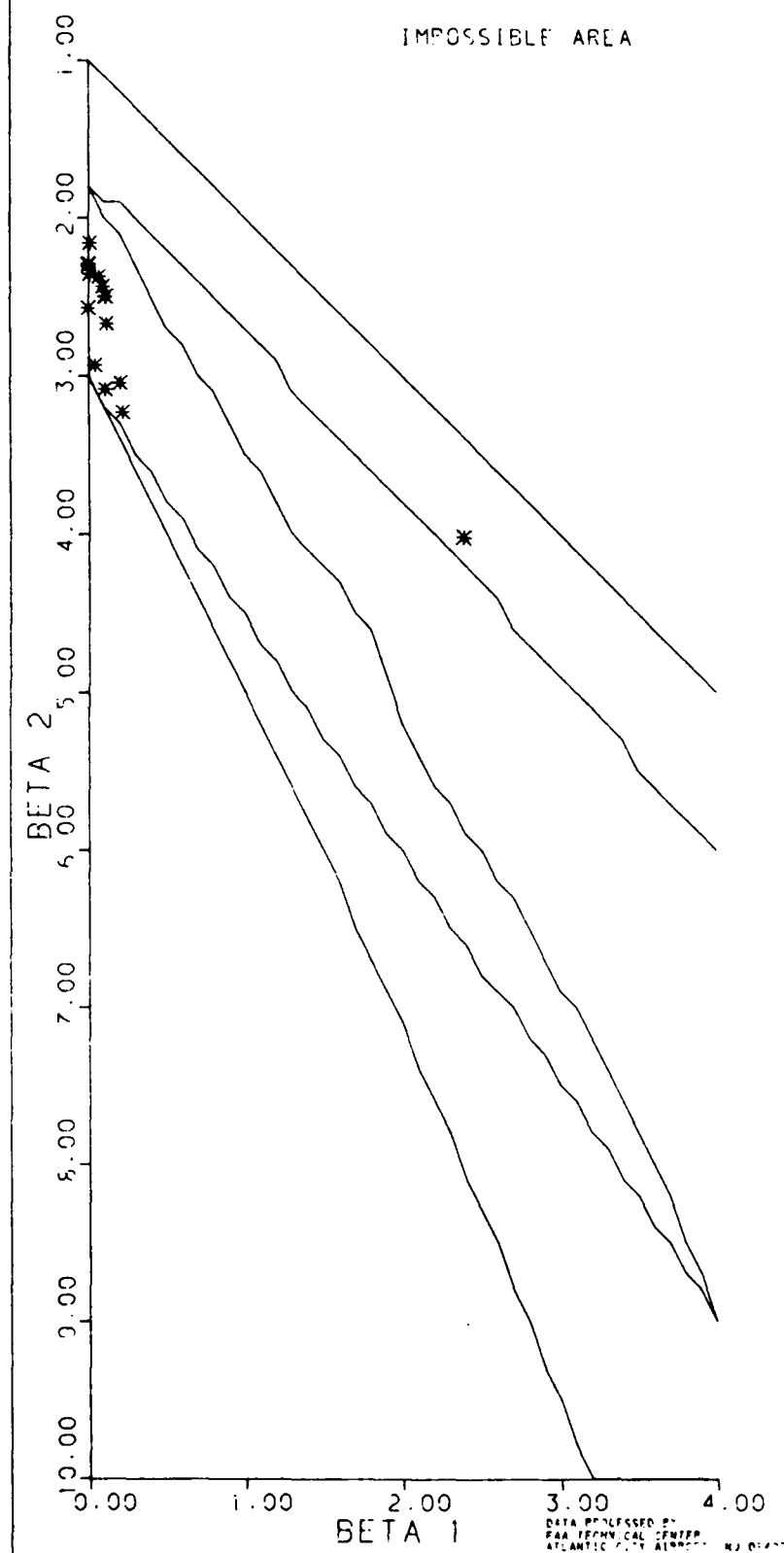
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 ANGULAR POSITION (DEG)



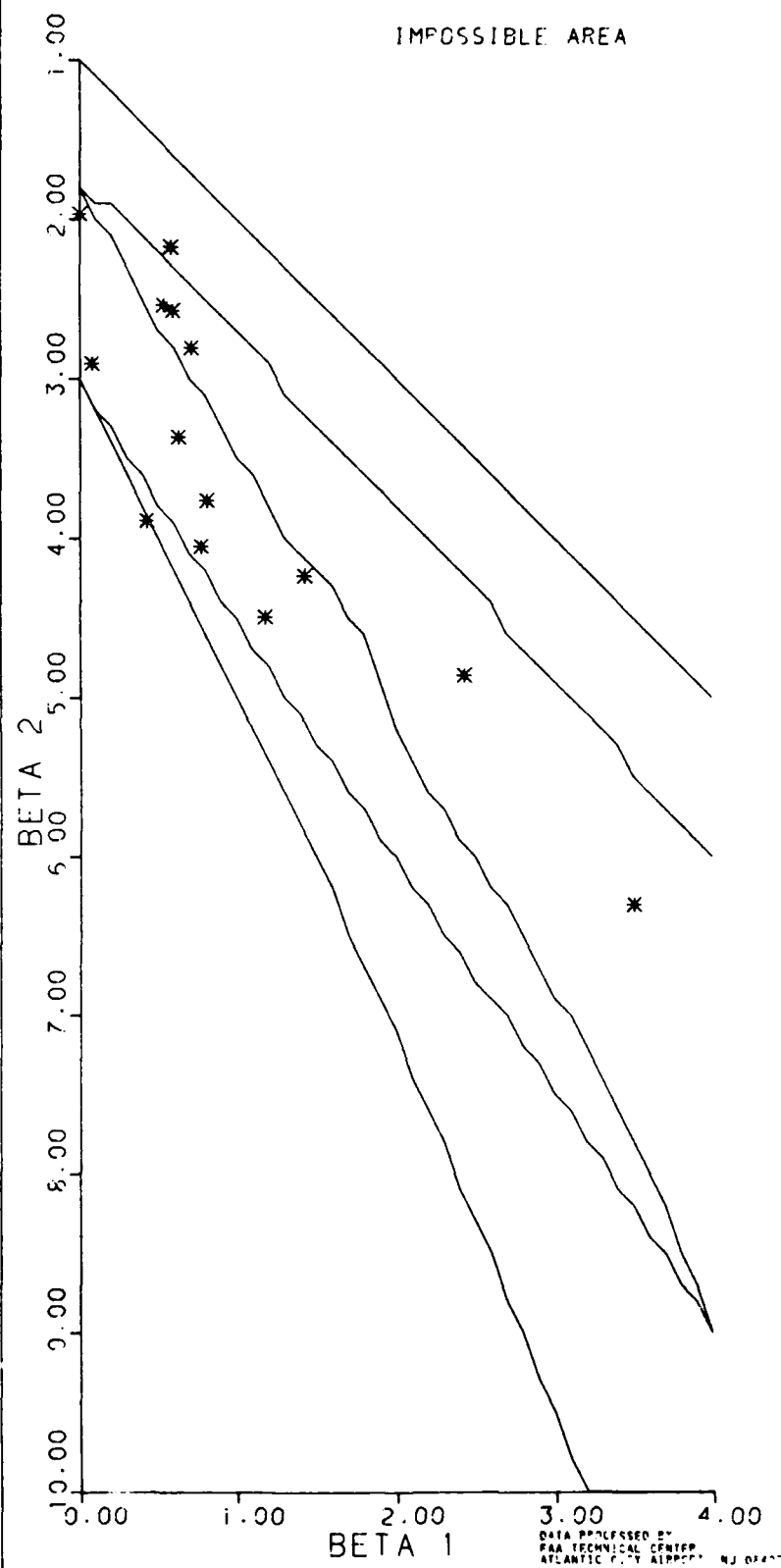
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 6.000 DEGREE CURVED APPROACHES  
 CROSSTRACK POSITION (FT)



VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 6.000 DEGREE CURVED APPROACHES  
 ALTITUDE (FT)

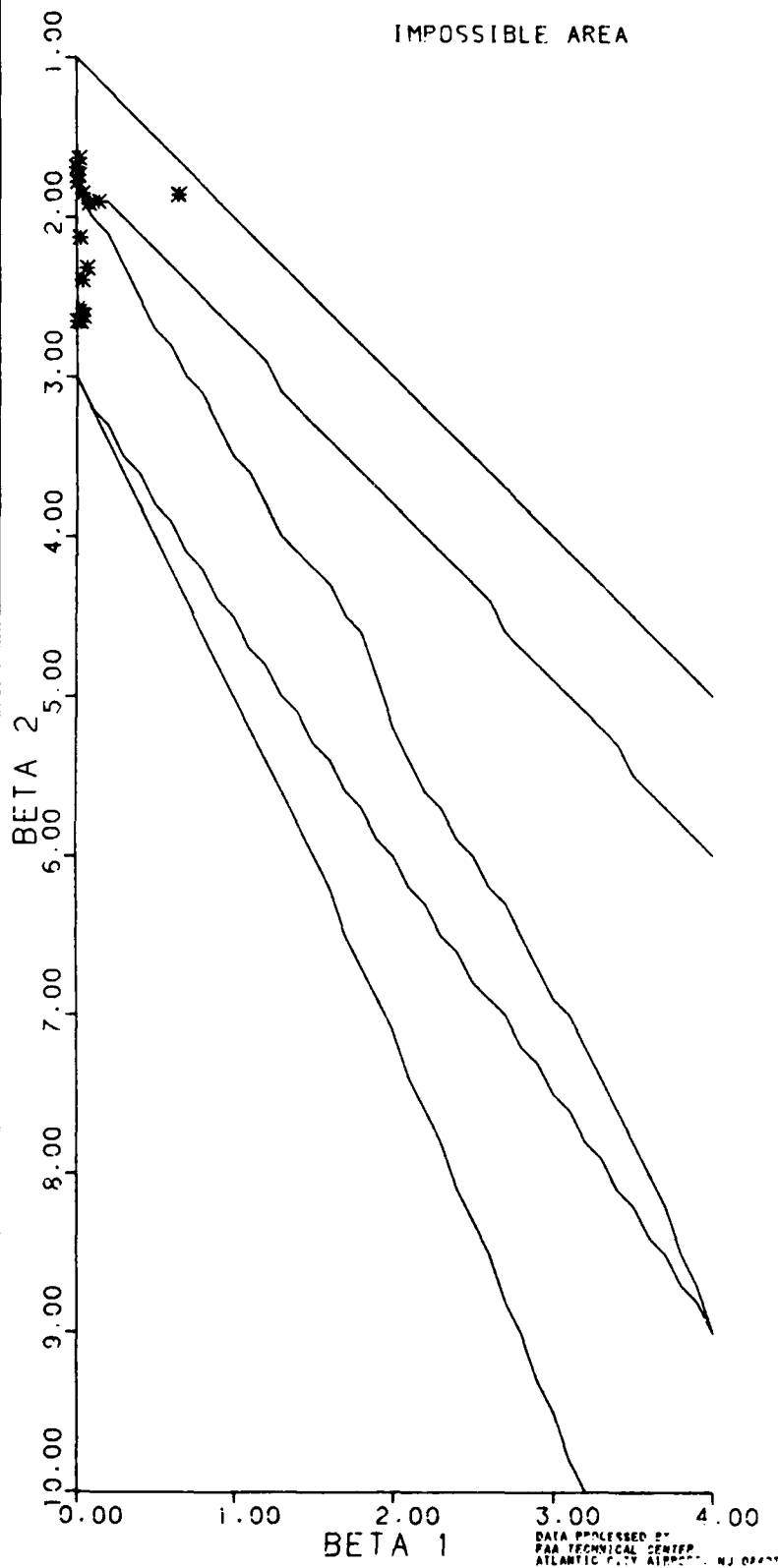


VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 6.000 DEGREE CURVED APPROACHES  
 CROSSTRACK VELOCITY (FPM)

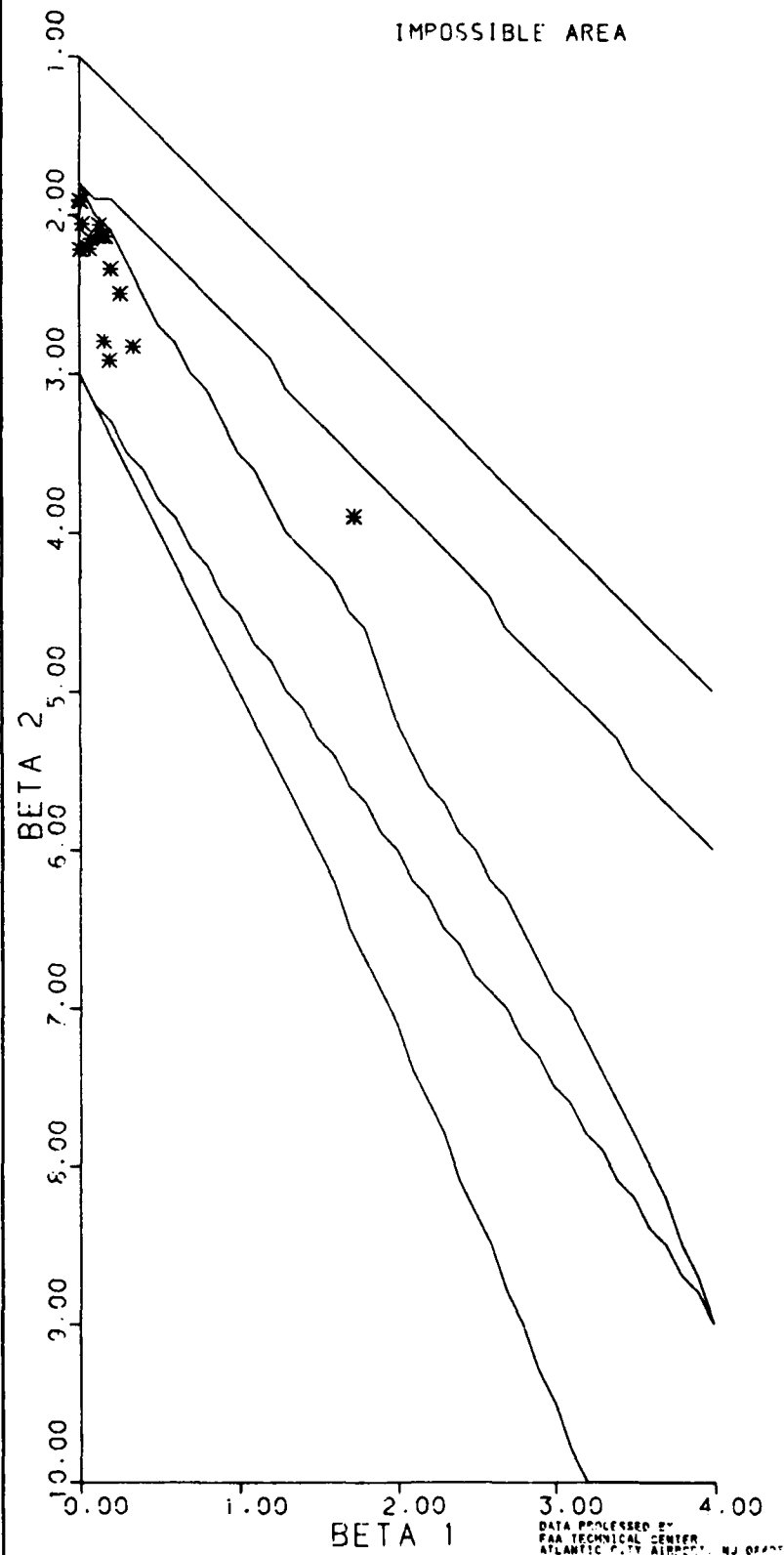




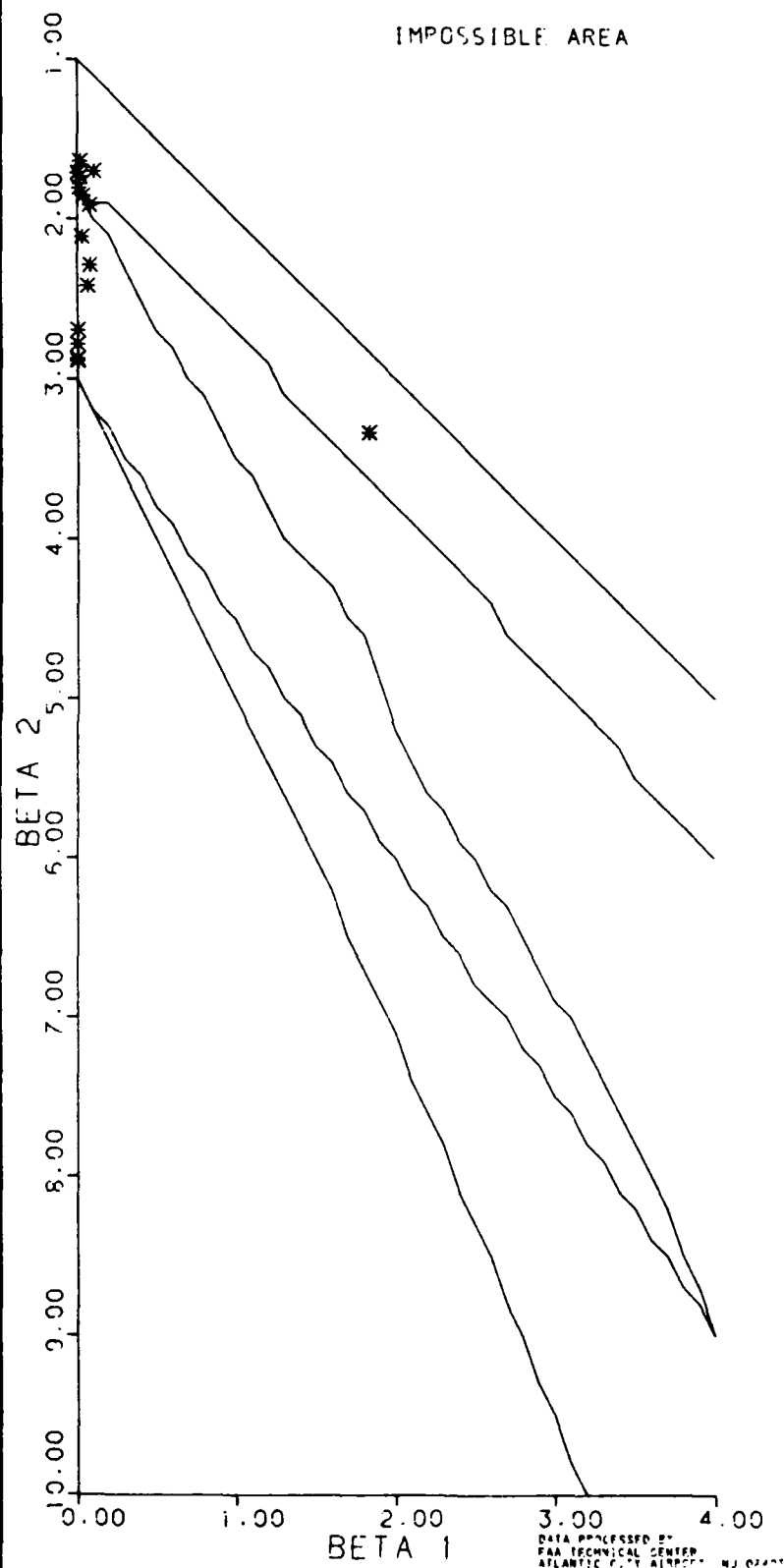
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 6.000 DEGREE CURVED APPROACHES  
 ALONGTRACK VELOCITY (FPM)



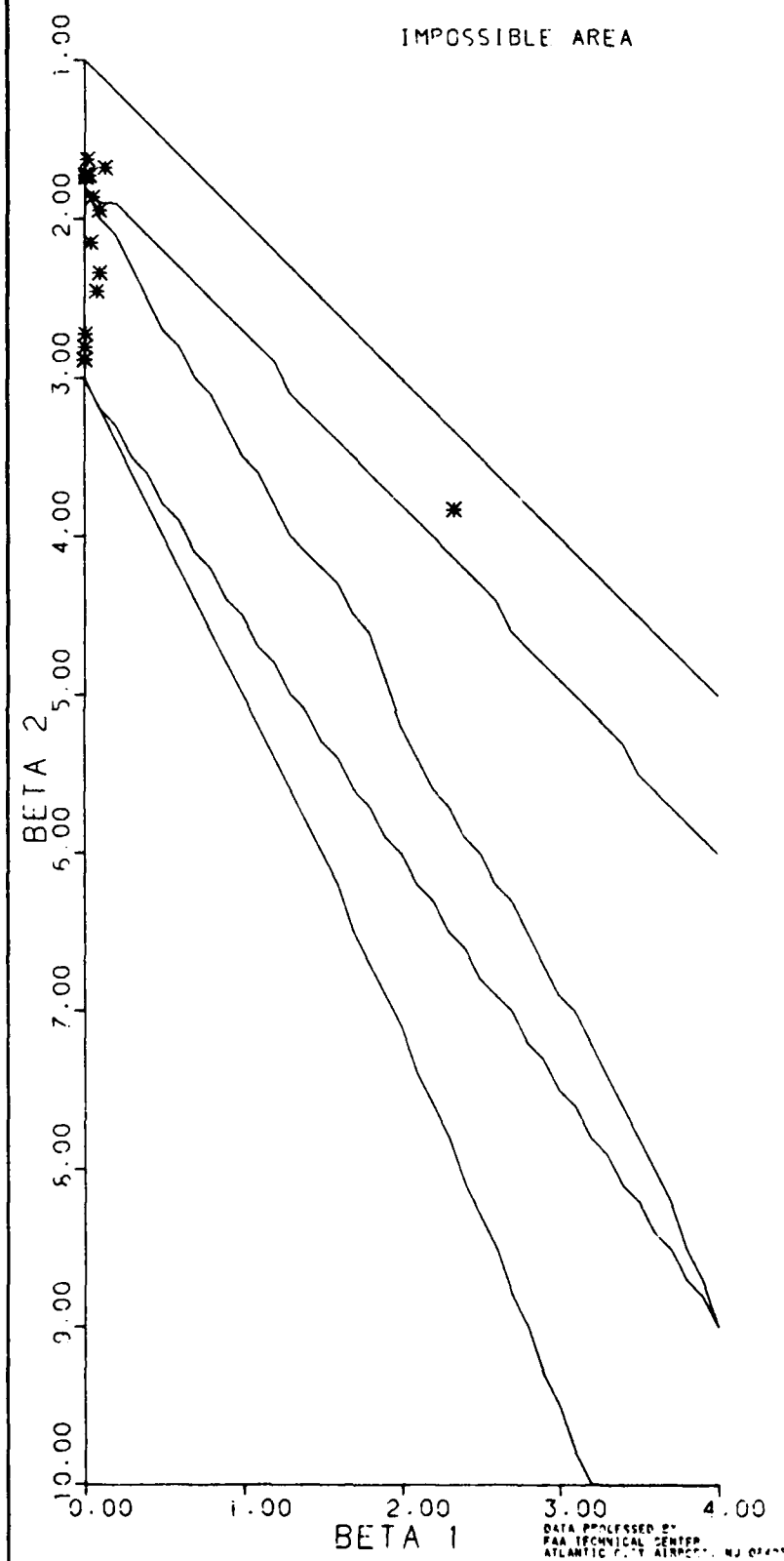
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6.000 DEGREE CURVED APPROACHES  
VERTICAL VELOCITY (FPM)



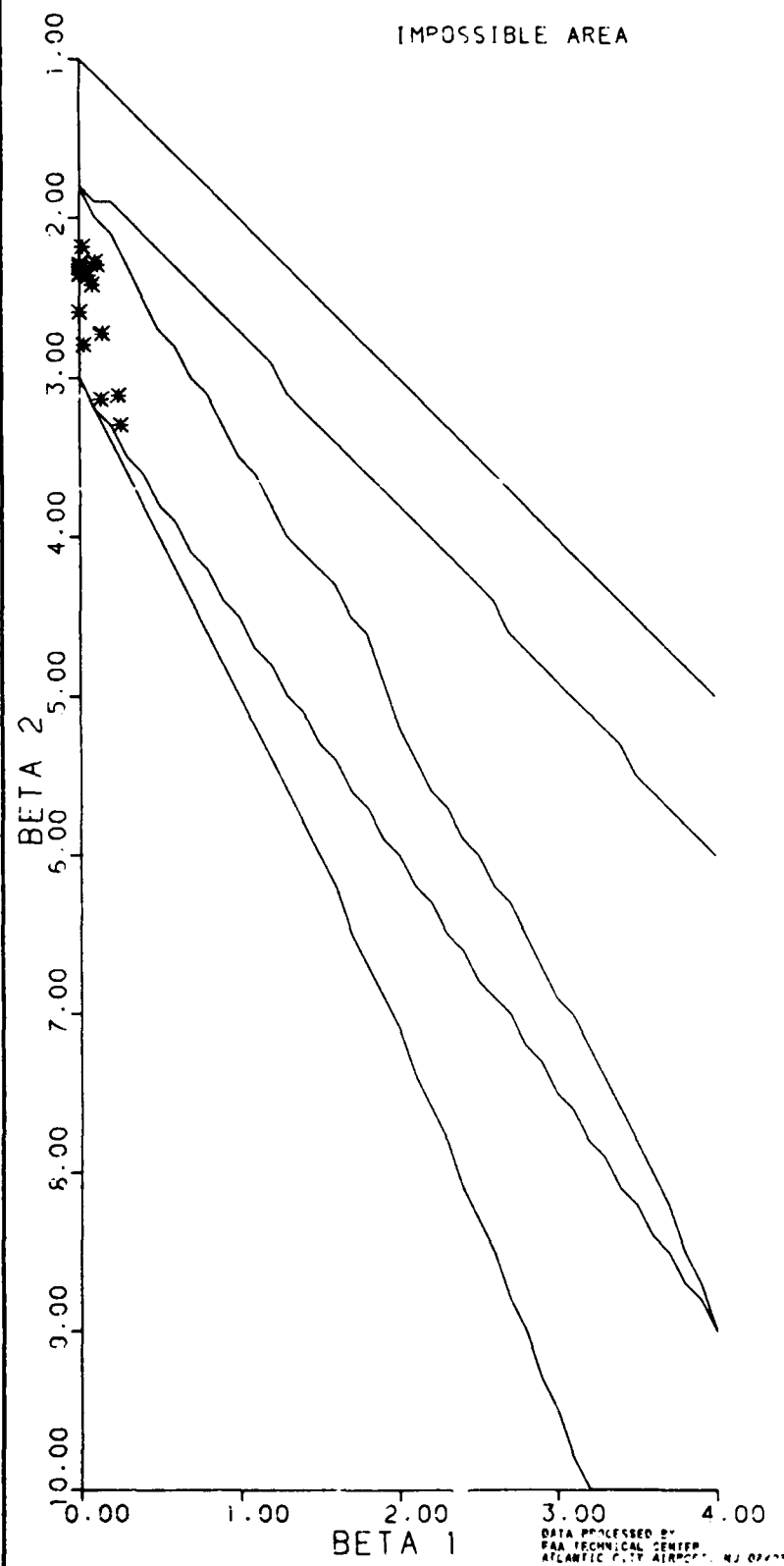
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 6.000 DEGREE CURVED APPROACHES  
 GROUND SPEED (KNOTS)



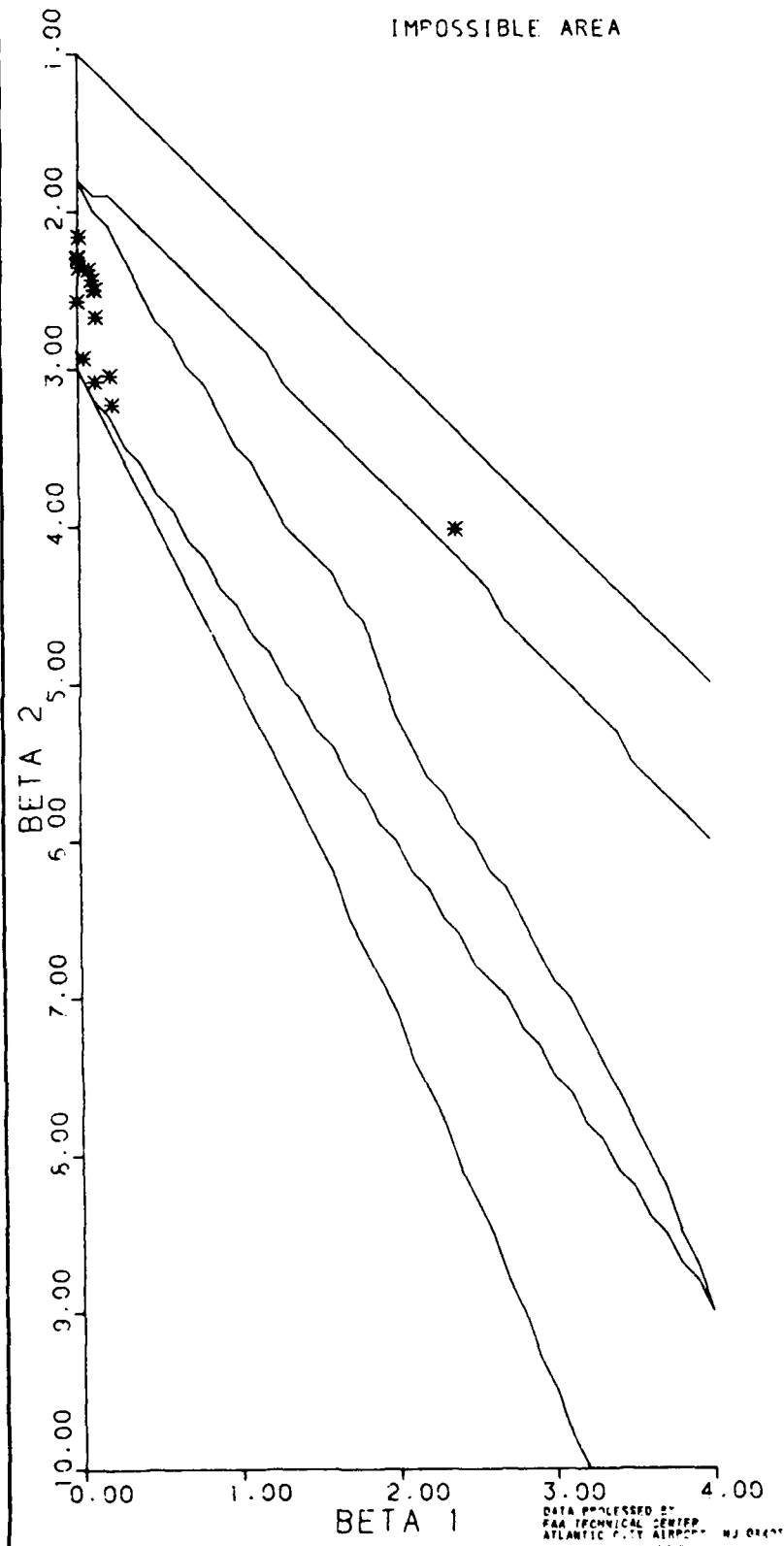
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 ALONGPATH SPEED (KNOTS)



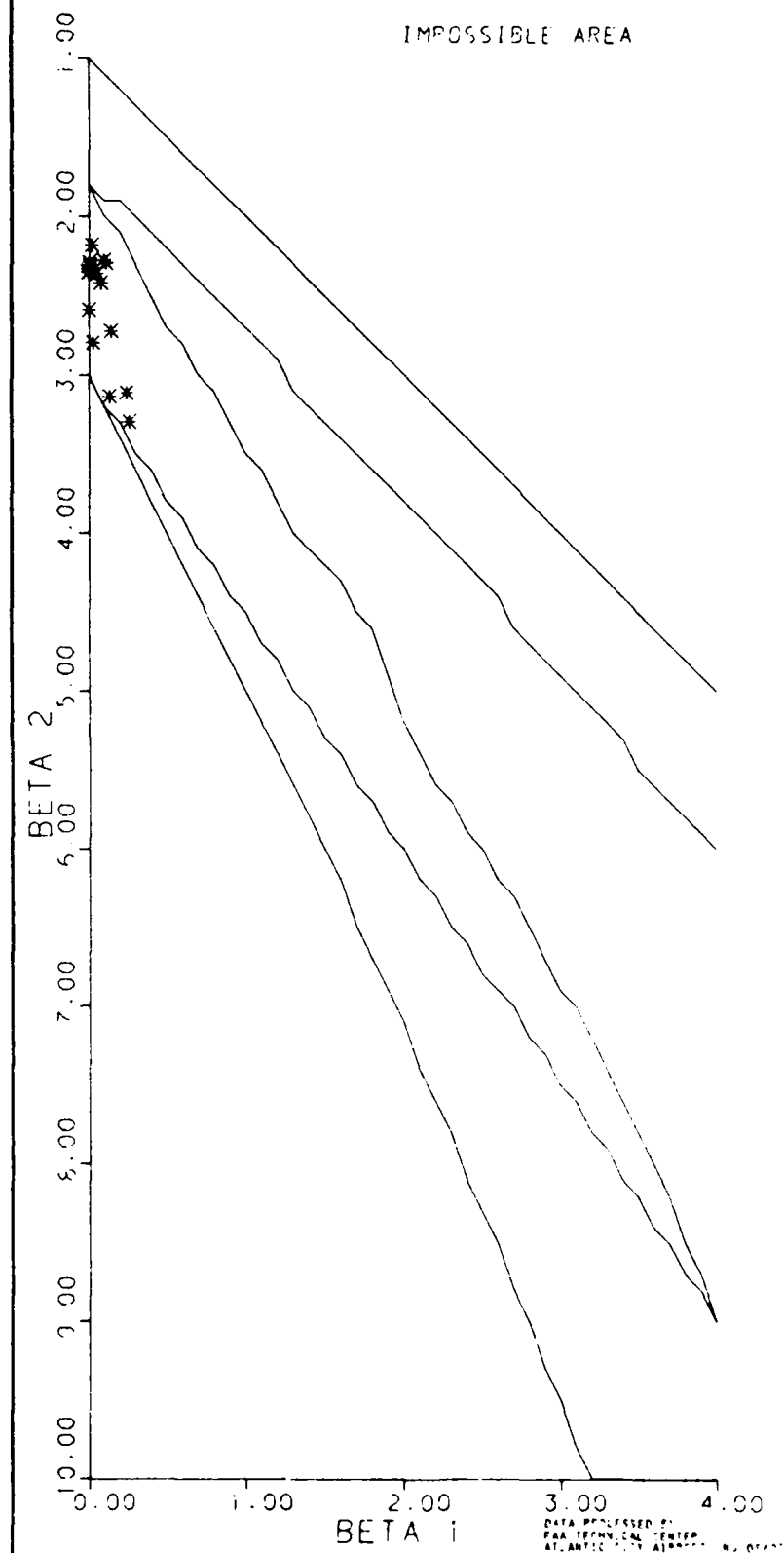
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 6.000 DEGREE CURVED APPROACHES  
 ANGULAR ERROR (DEG)



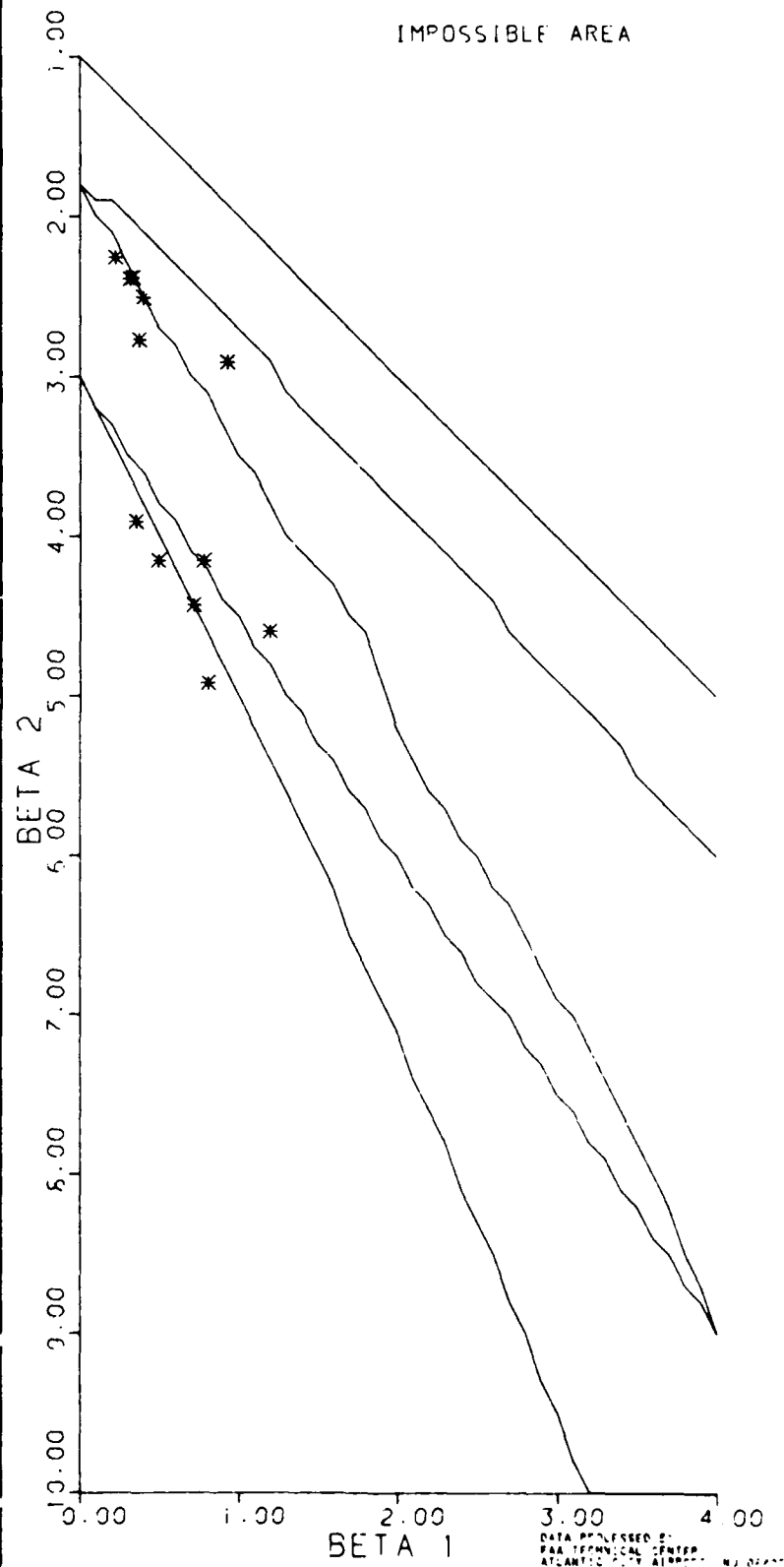
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
6.000 DEGREE CURVED APPROACHES  
ALTITUDE ERROR (FT)



VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 6.000 DEGREE CURVED APPROACHES  
 ANGULAR POSITION (DEG)

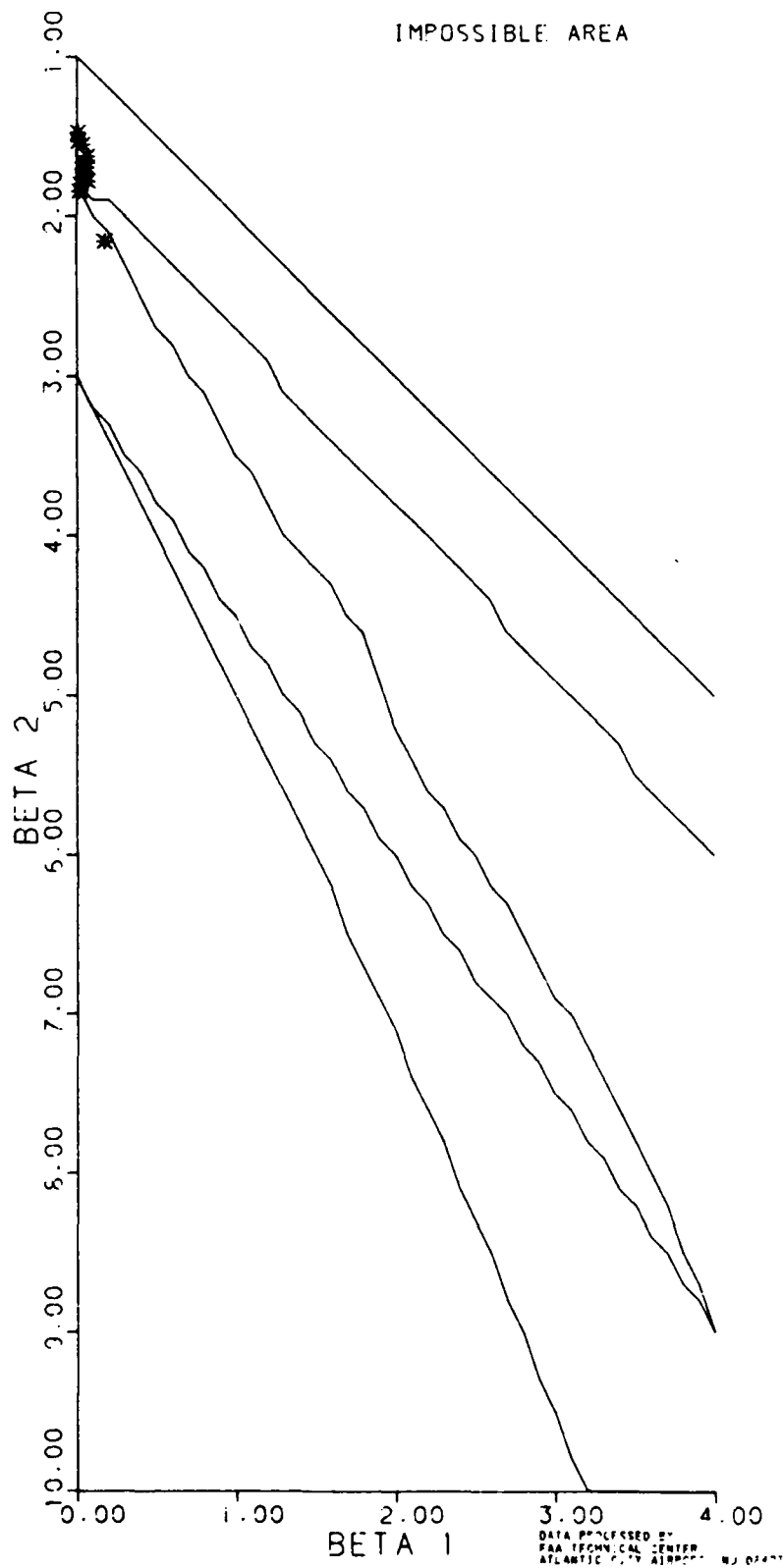


VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE CURVED APPROACHES  
 CROSSTRACK POSITION (FT)

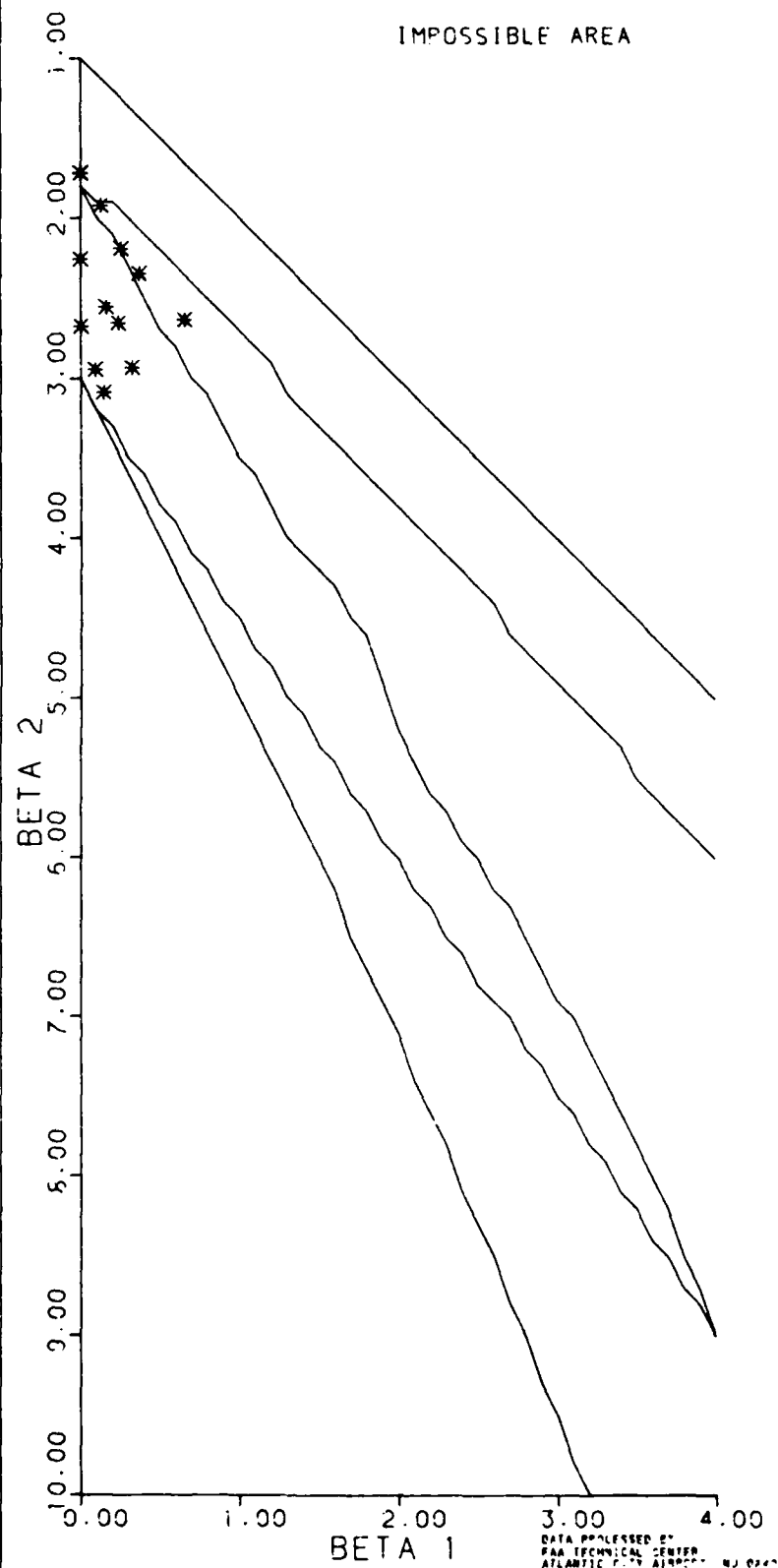




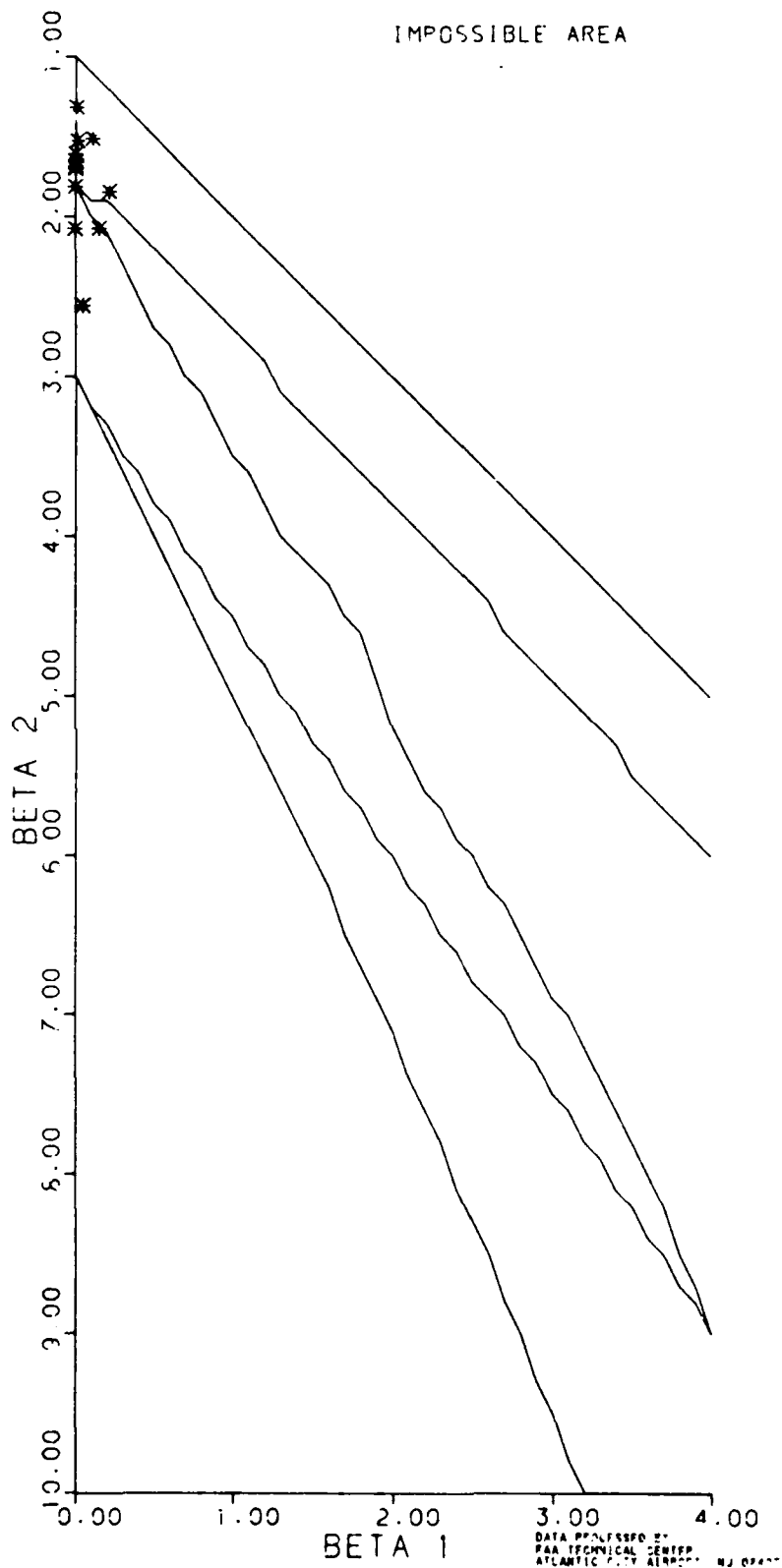
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE CURVED APPROACHES  
 ALTITUDE (FT)



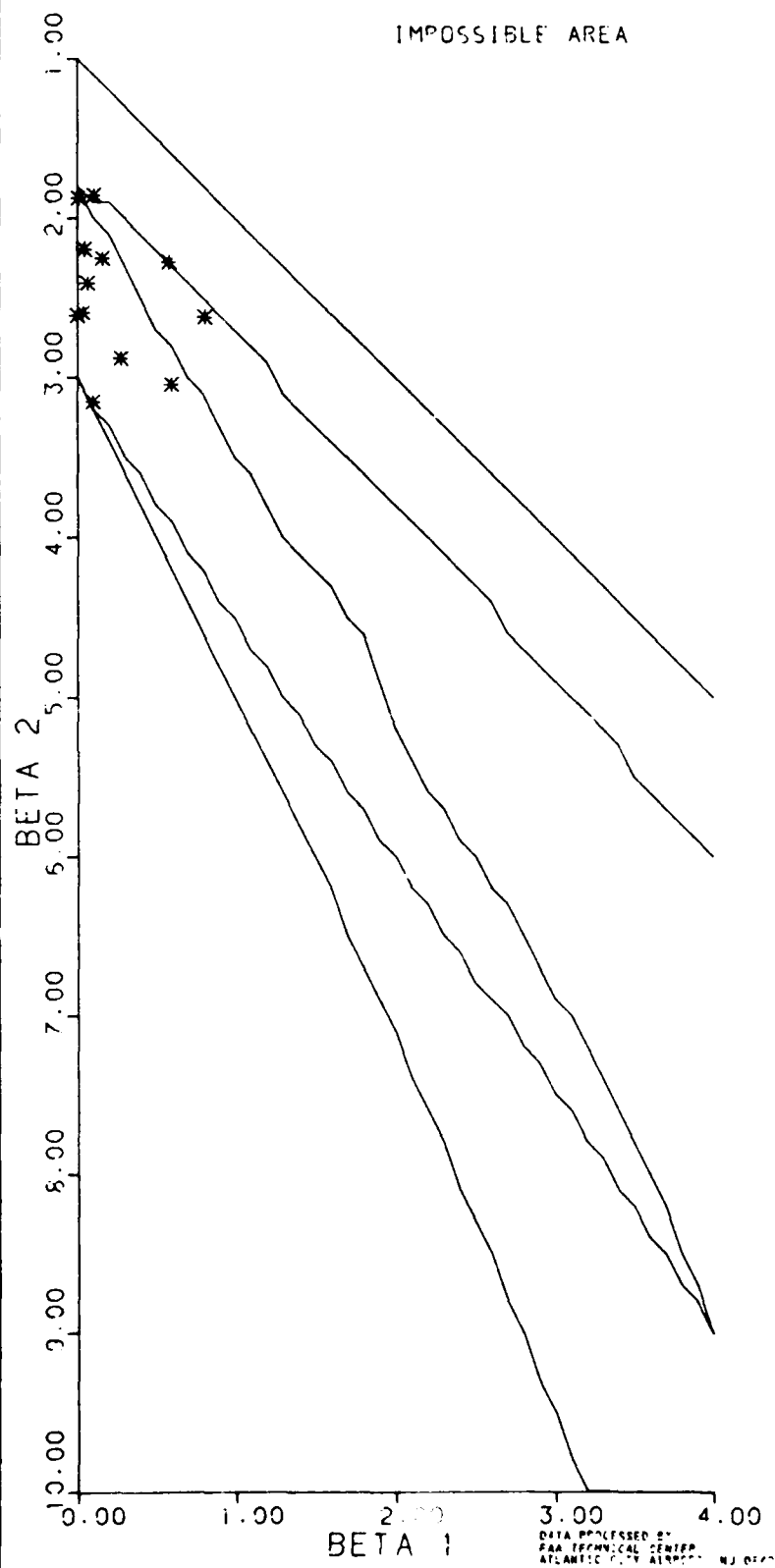
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE CURVED APPROACHES  
 CROSSTRACK VELOCITY (FPM)



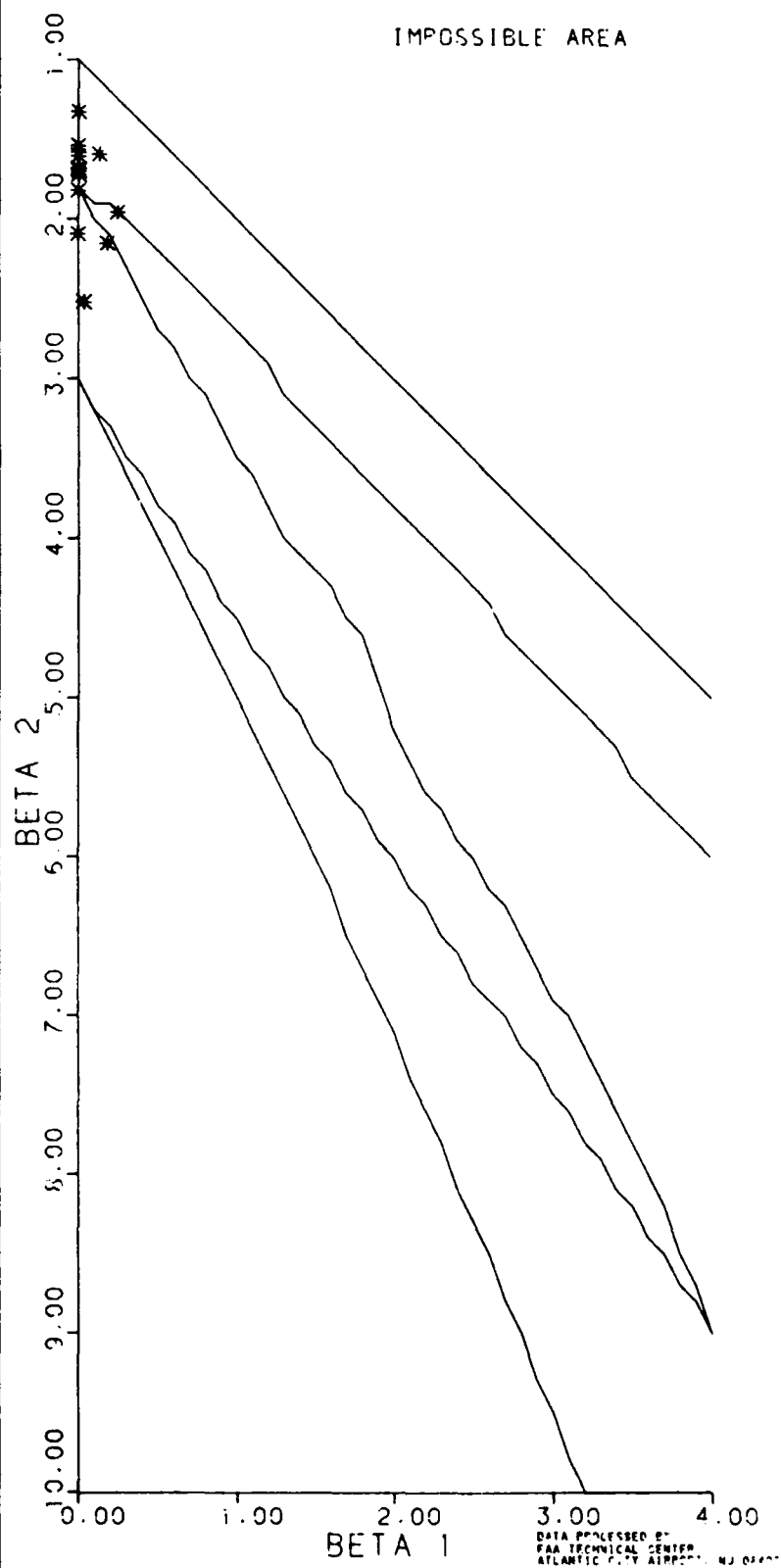
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE CURVED APPROACHES  
 ALONGTRACK VELOCITY (FPM)



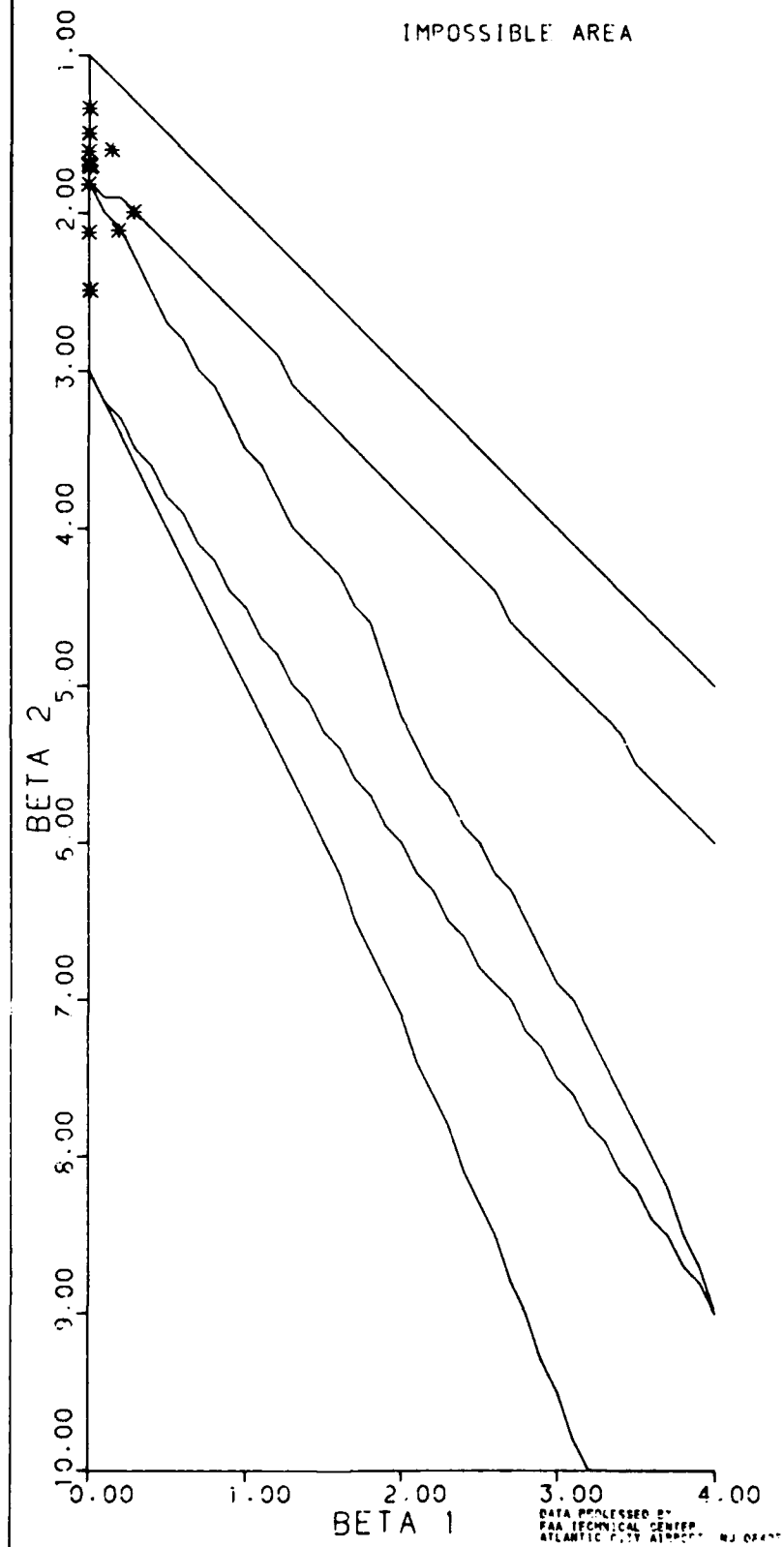
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
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 VERTICAL VELOCITY (FPM)



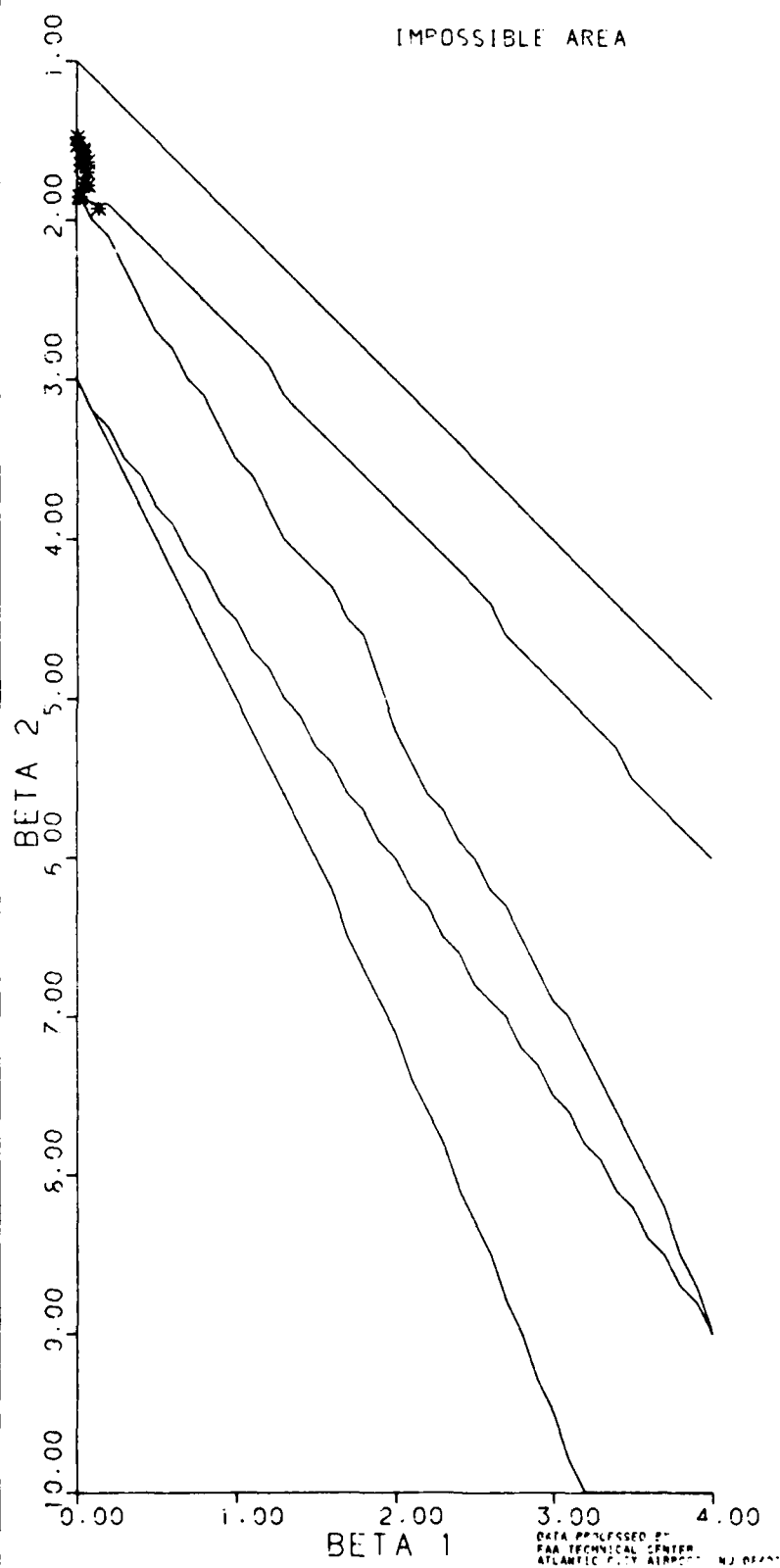
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE CURVED APPROACHES  
 GROUND SPEED (KNOTS)



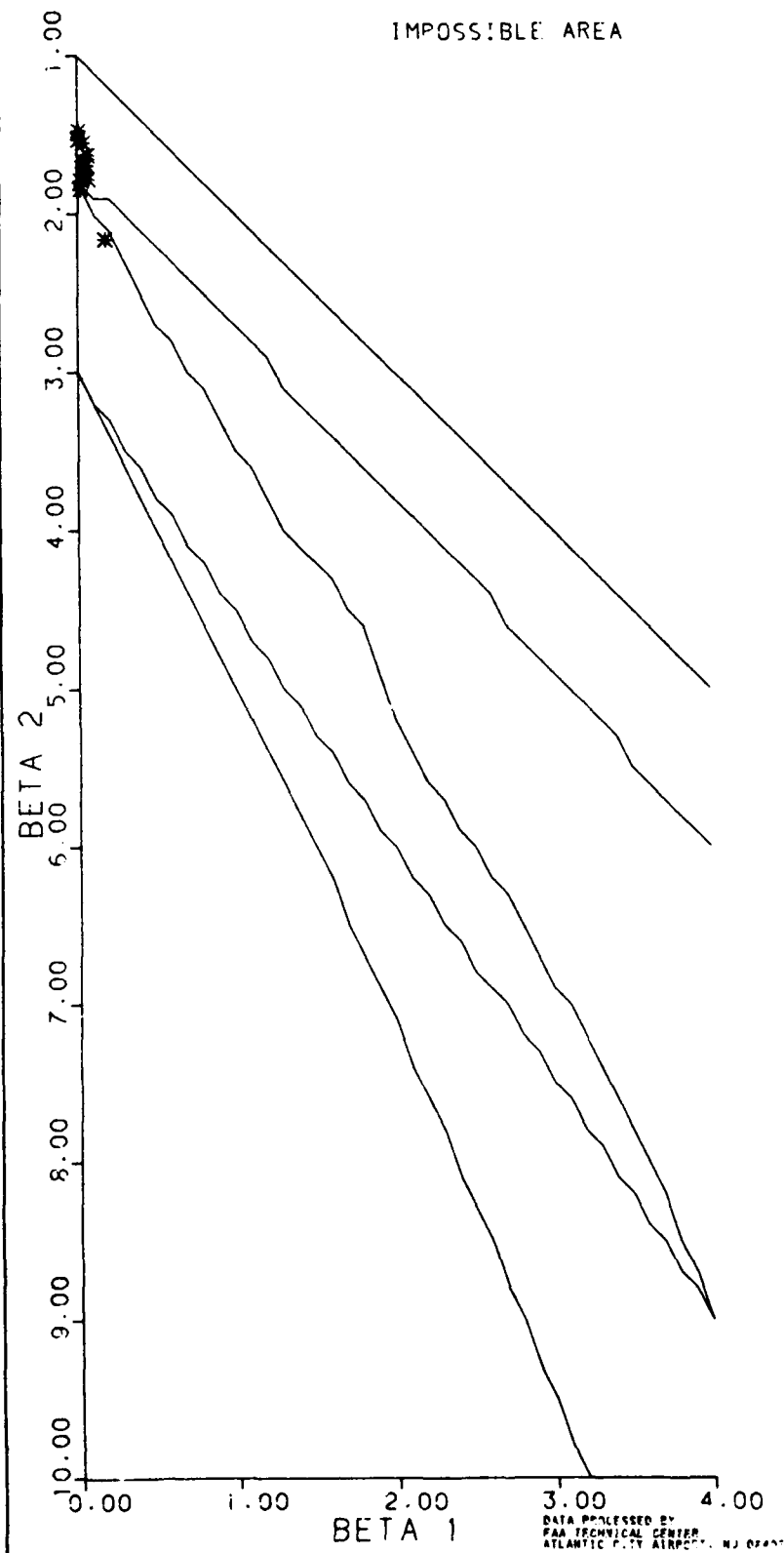
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE CURVED APPROACHES  
 ALONG-PATH SPEED (KNOTS)



VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE CURVED APPROACHES  
 ANGULAR ERROR (DEG)

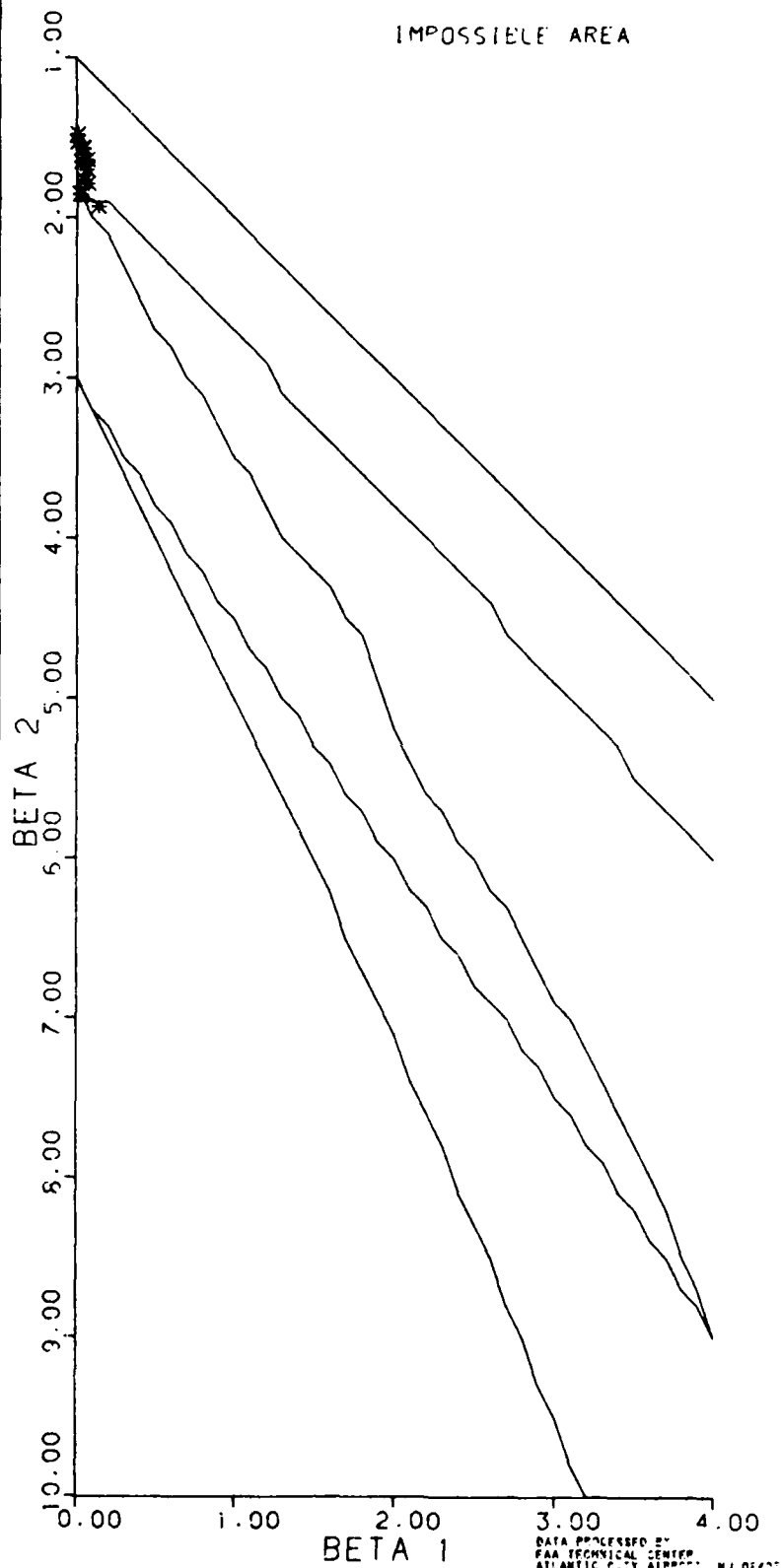


VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE CURVED APPROACHES  
 ALTITUDE ERROR (FT)

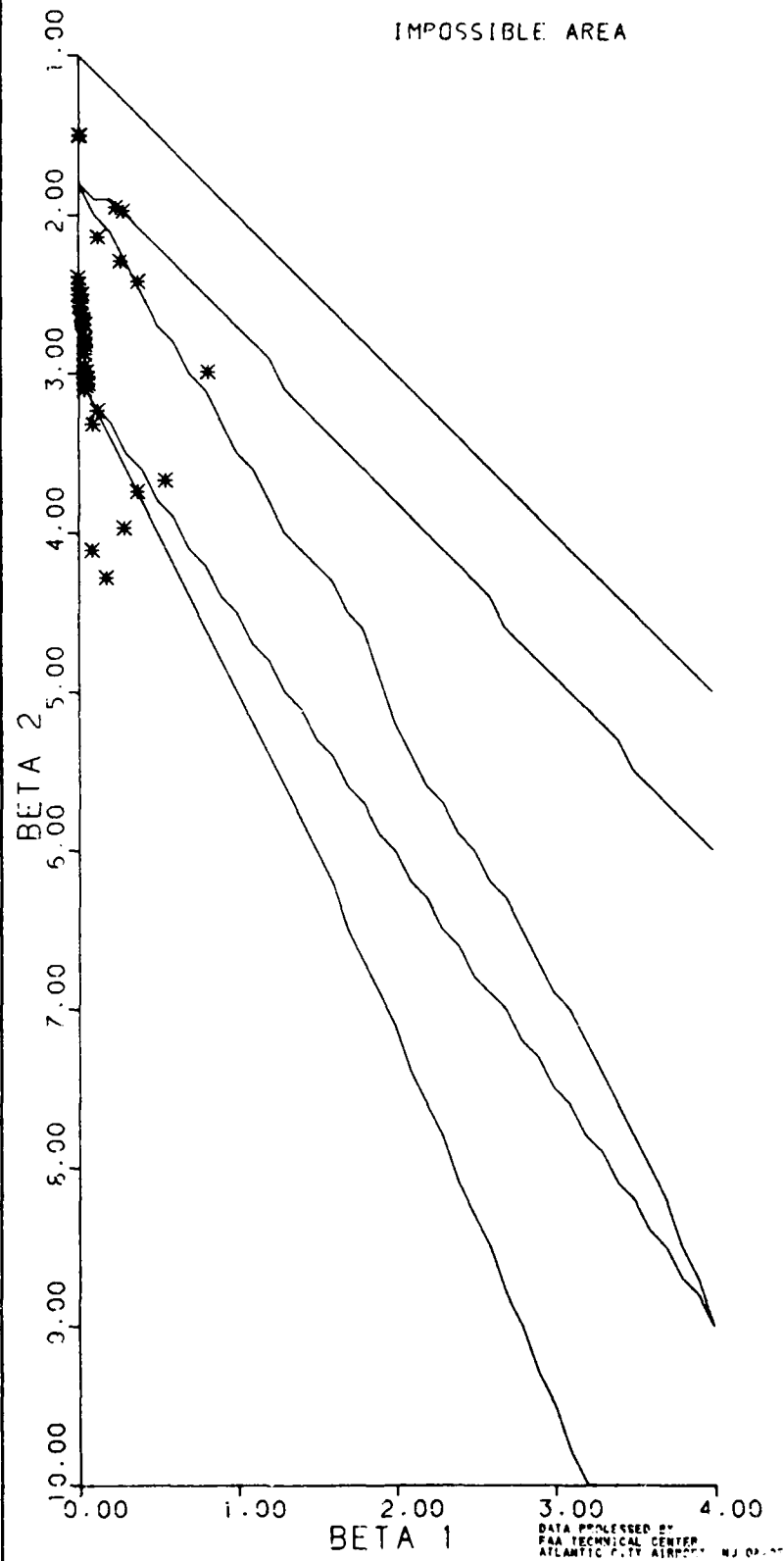




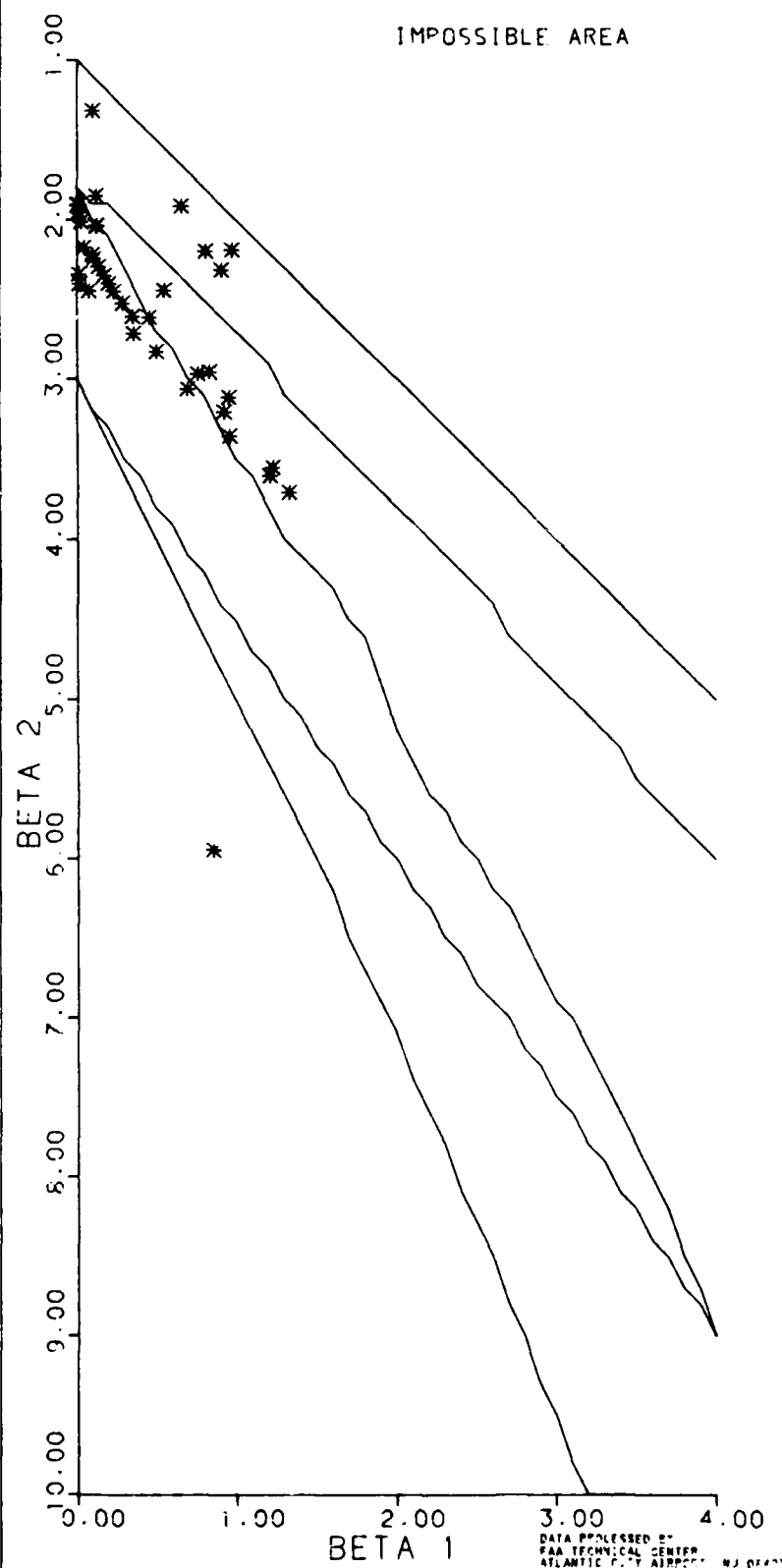
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE CURVED APPROACHES  
 ANGULAR POSITION (DEG)



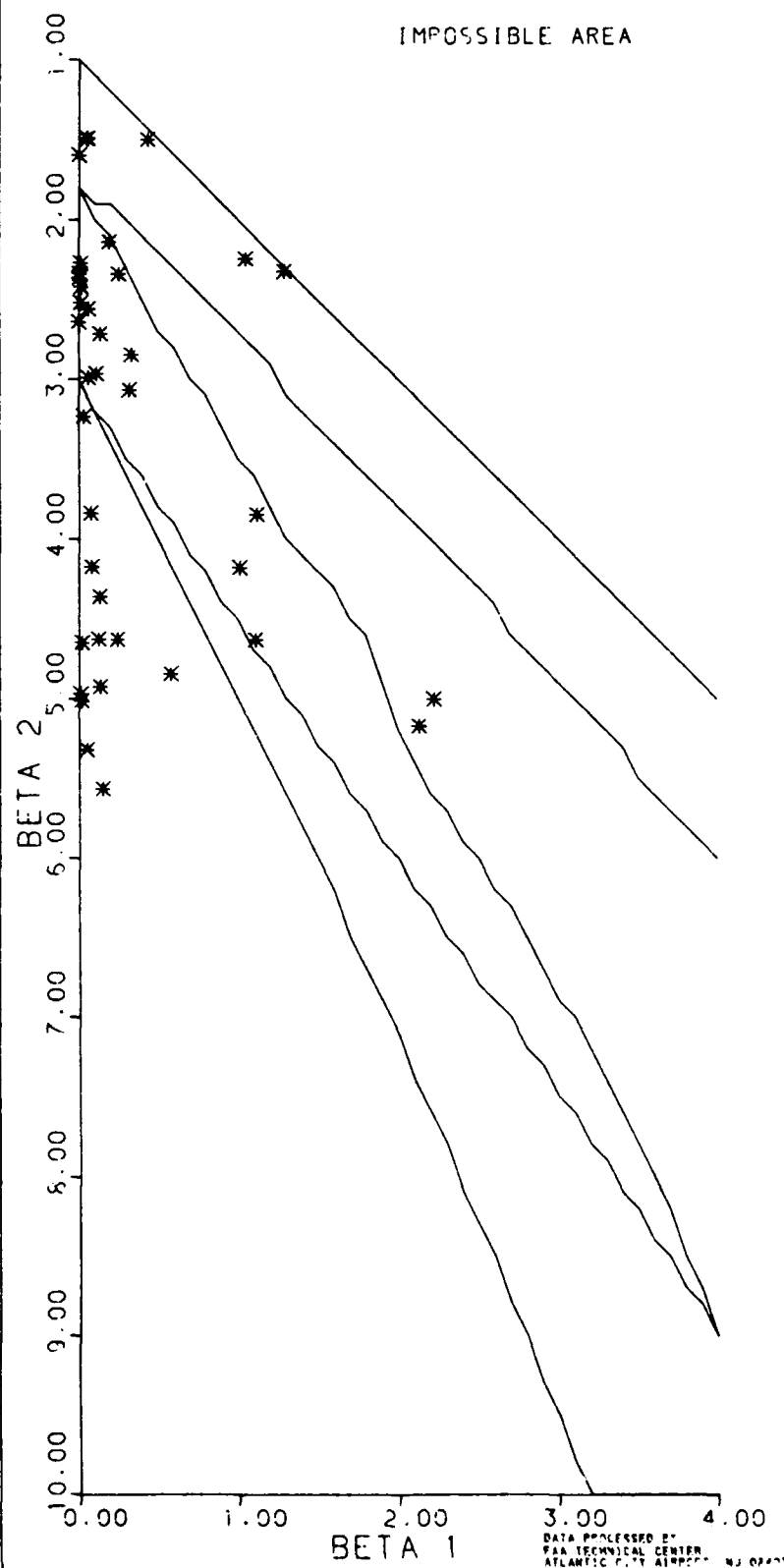
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE STRAIGHT OUT DEPARTURES  
 CROSSTRACK POSITION (FT)



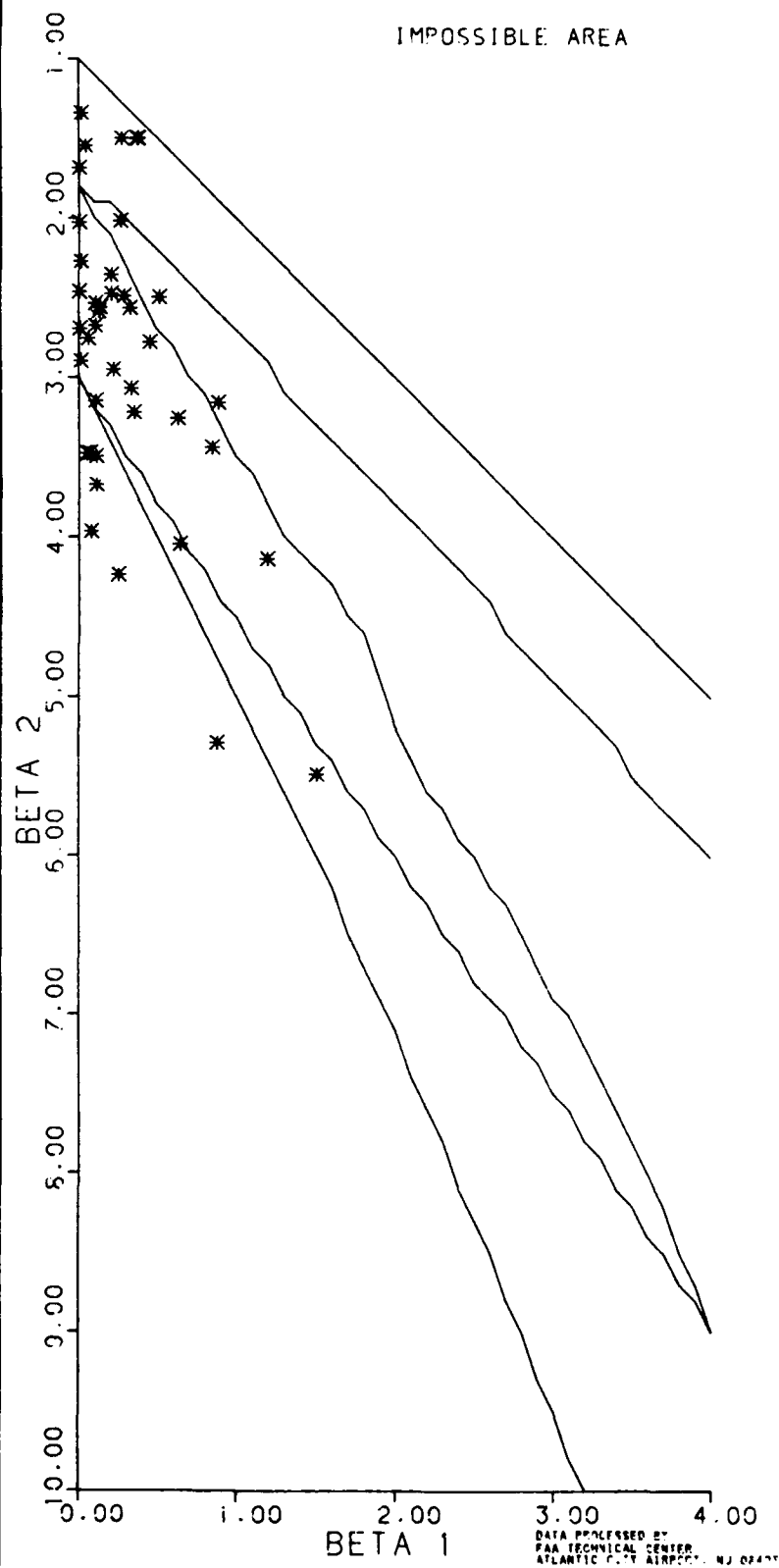
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE STRAIGHT OUT DEPARTURES  
 ALTITUDE (FT)



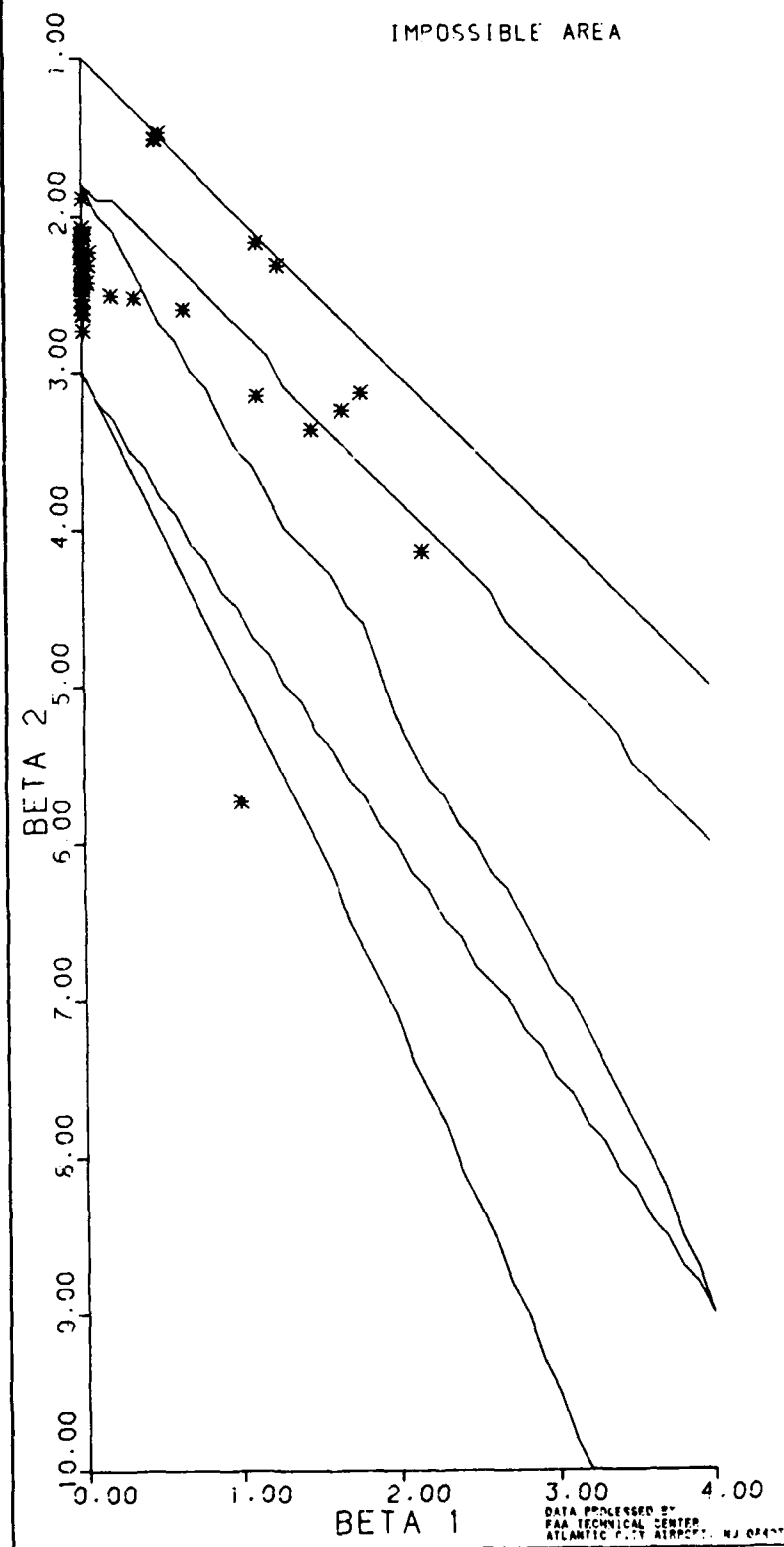
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE STRAIGHT OUT DEPARTURES  
 CROSSTRACK VELOCITY (FPM)



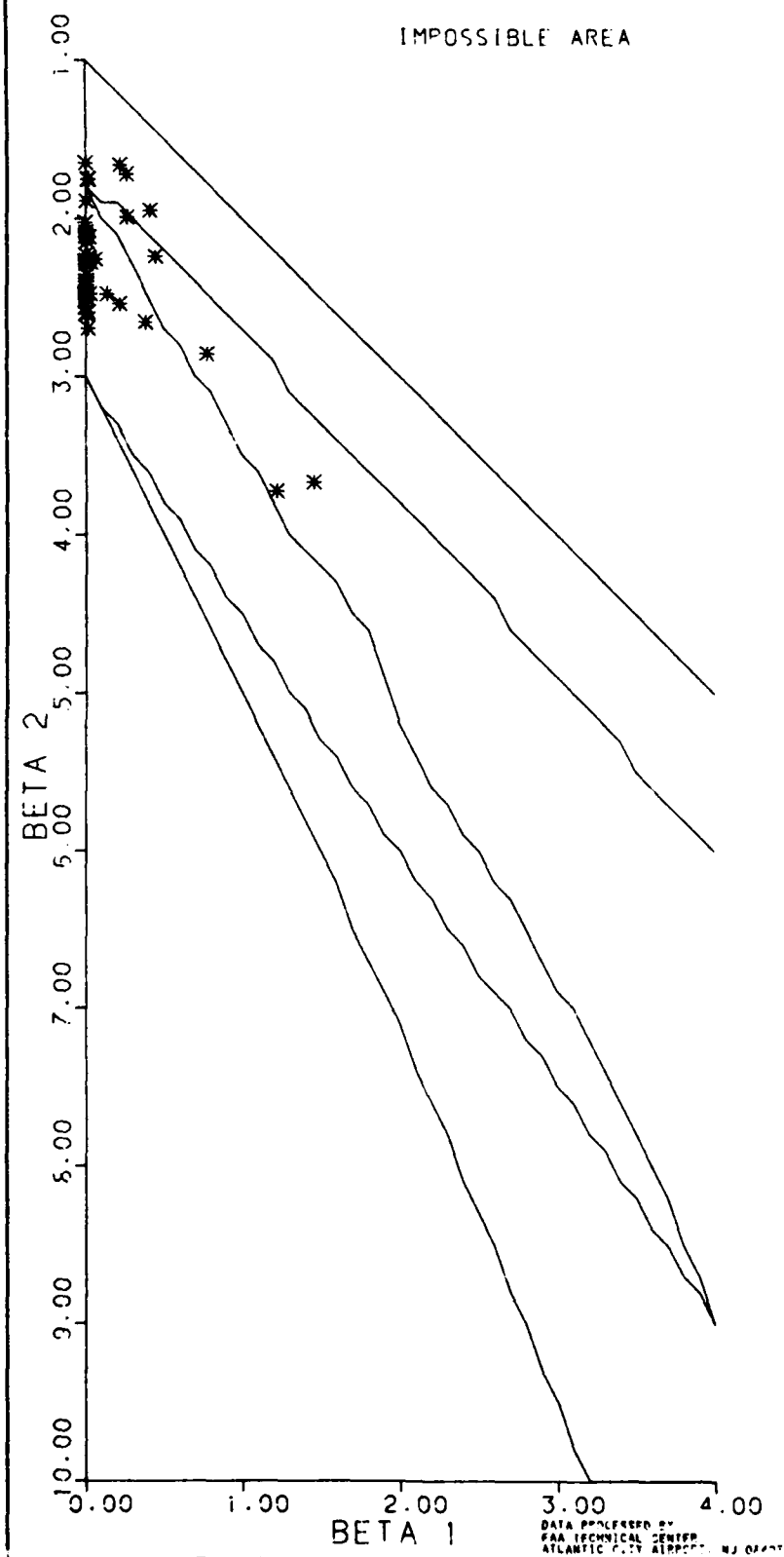
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE STRAIGHT OUT DEPARTURES  
 VERTICAL VELOCITY (FPM)



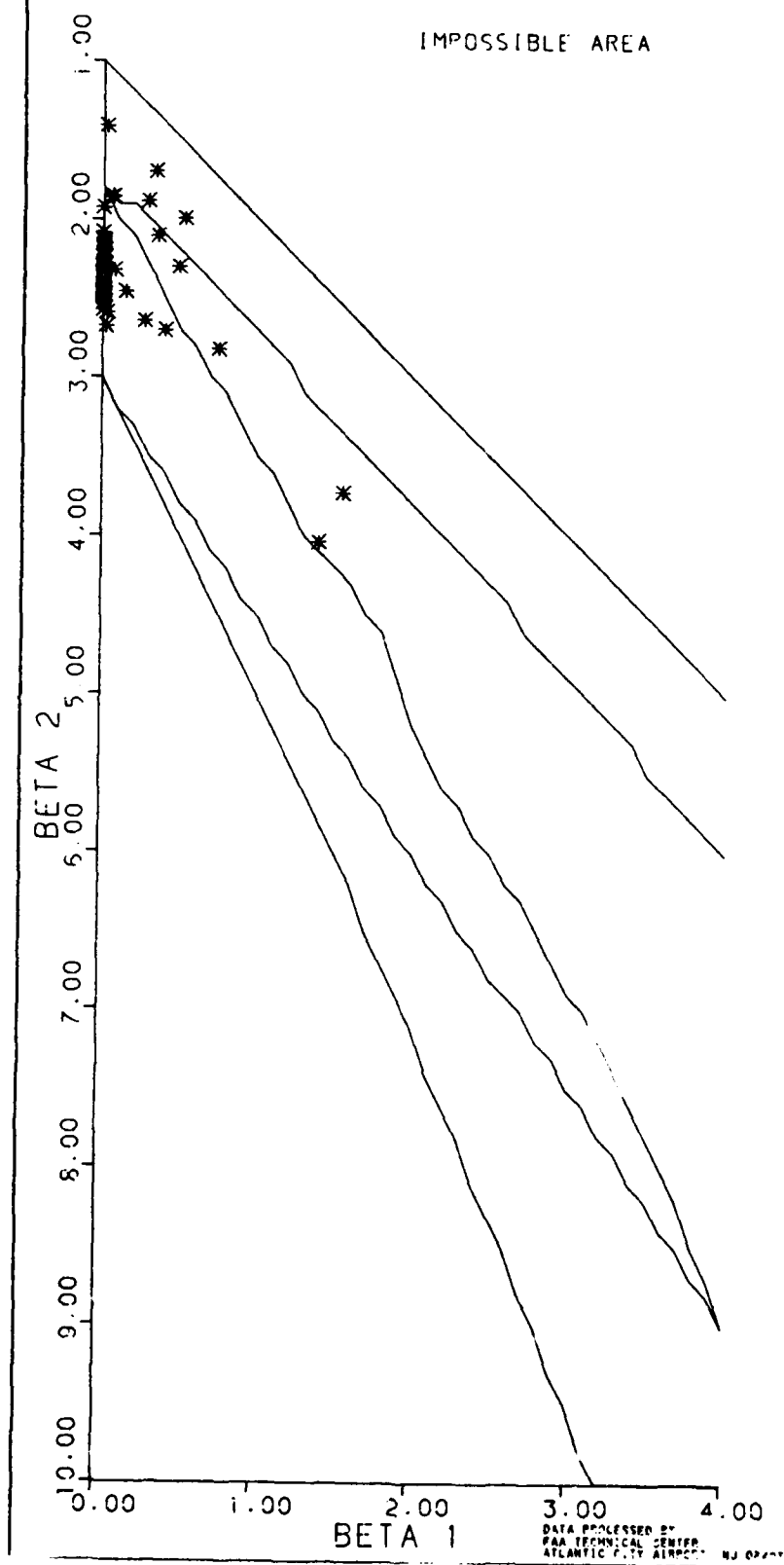
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE STRAIGHT OUT DEPARTURES  
 ALONGTRACK VELOCITY (FPM)



VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE STRAIGHT OUT DEPARTURES  
 GROUND SPEED (KNOTS)

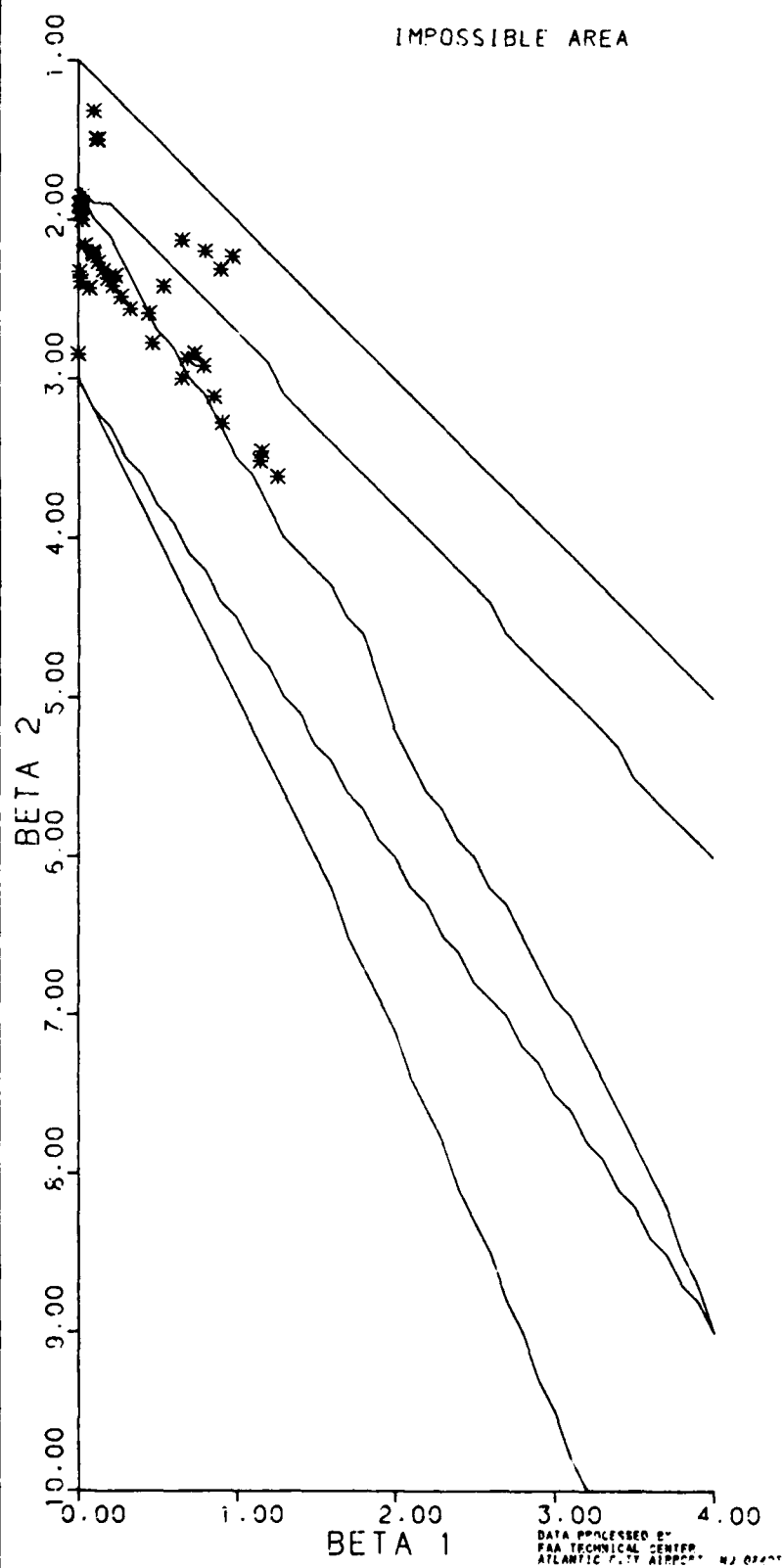


VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE STRAIGHT OUT DEPARTURES  
 ALONGPATH SPEED (KNOTS)

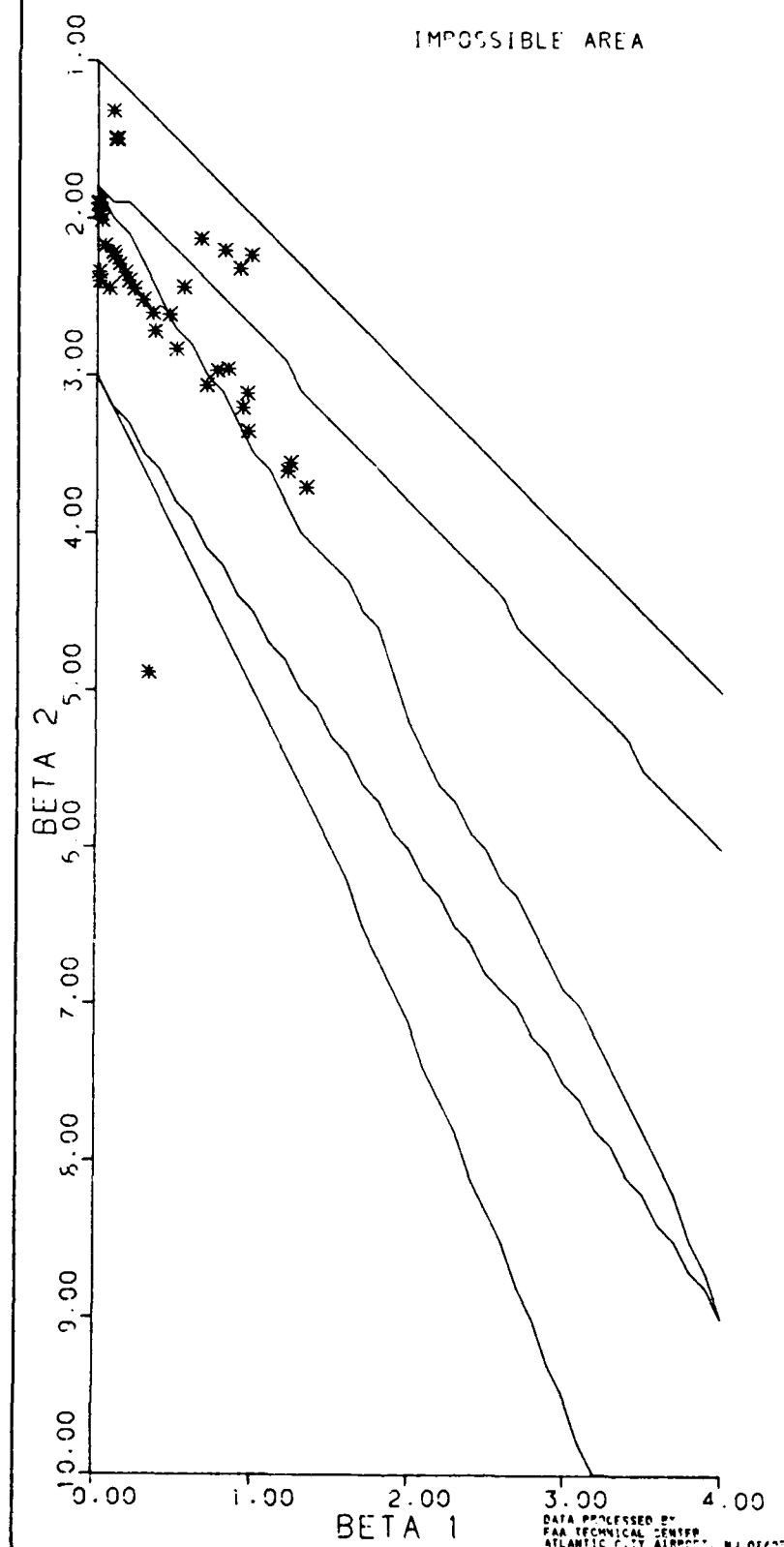




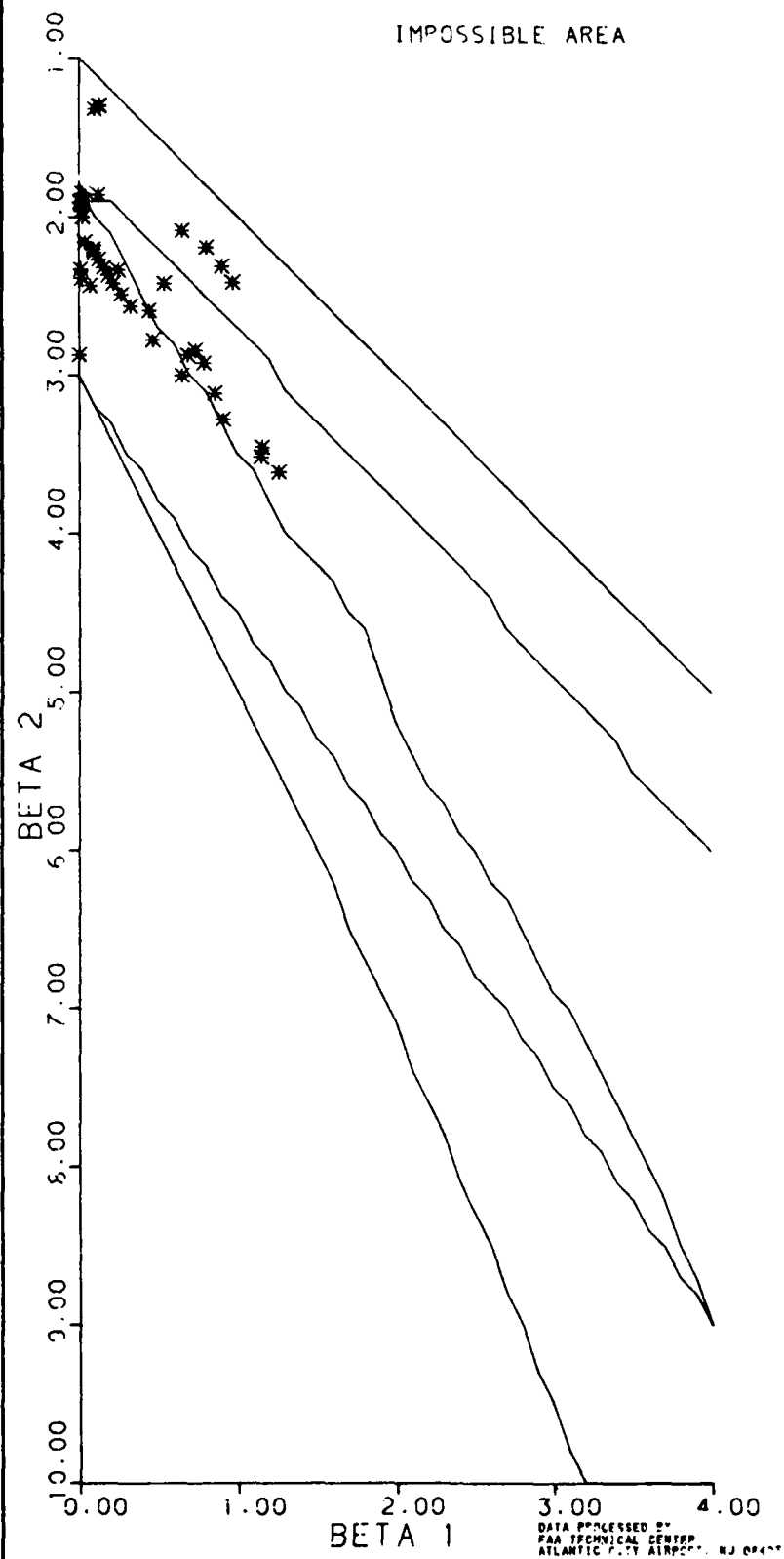
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE STRAIGHT OUT DEPARTURES  
 ANGULAR ERROR (DEG)



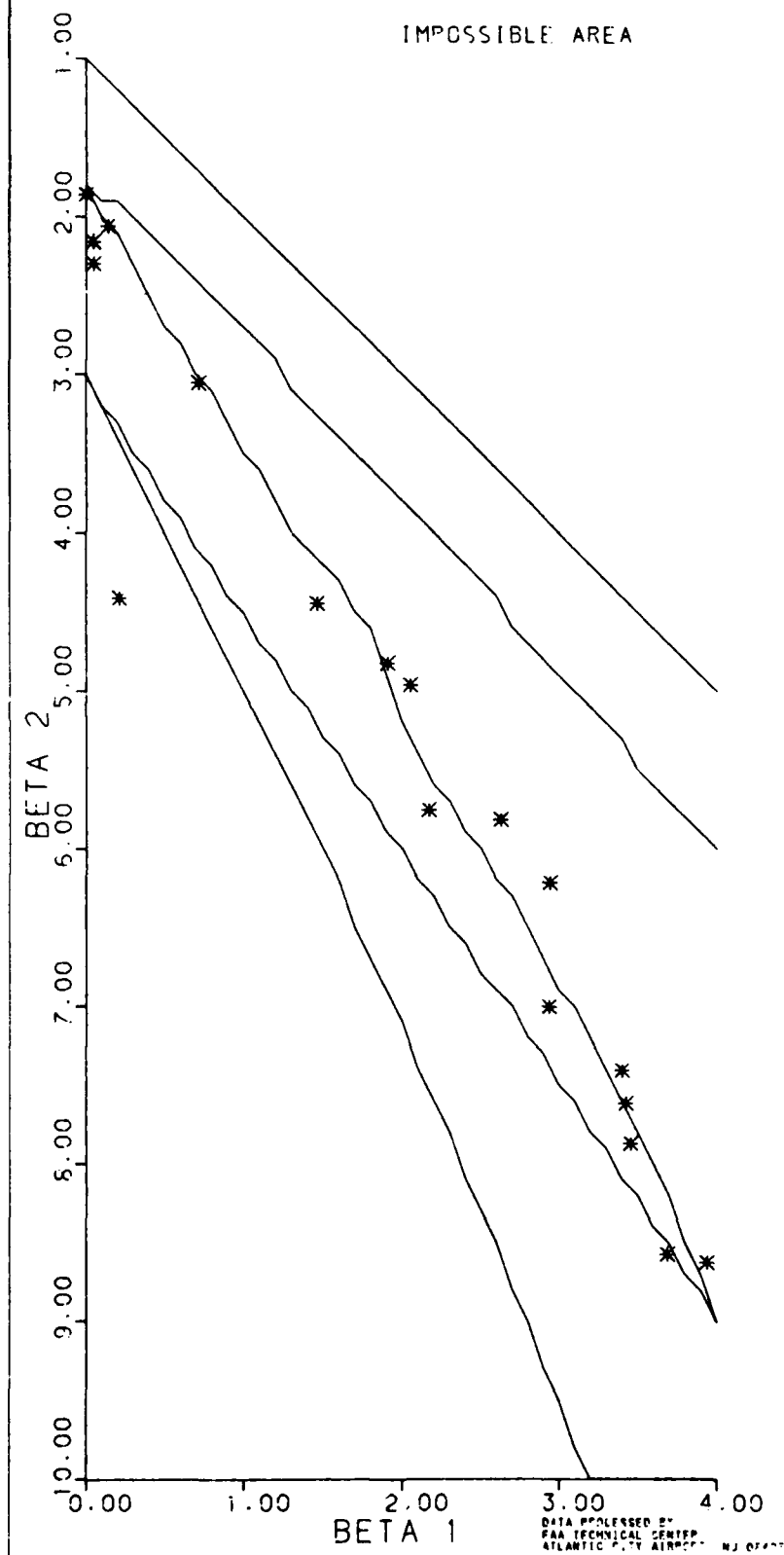
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE STRAIGHT OUT DEPARTURES  
 ALTITUDE ERROR (FT)



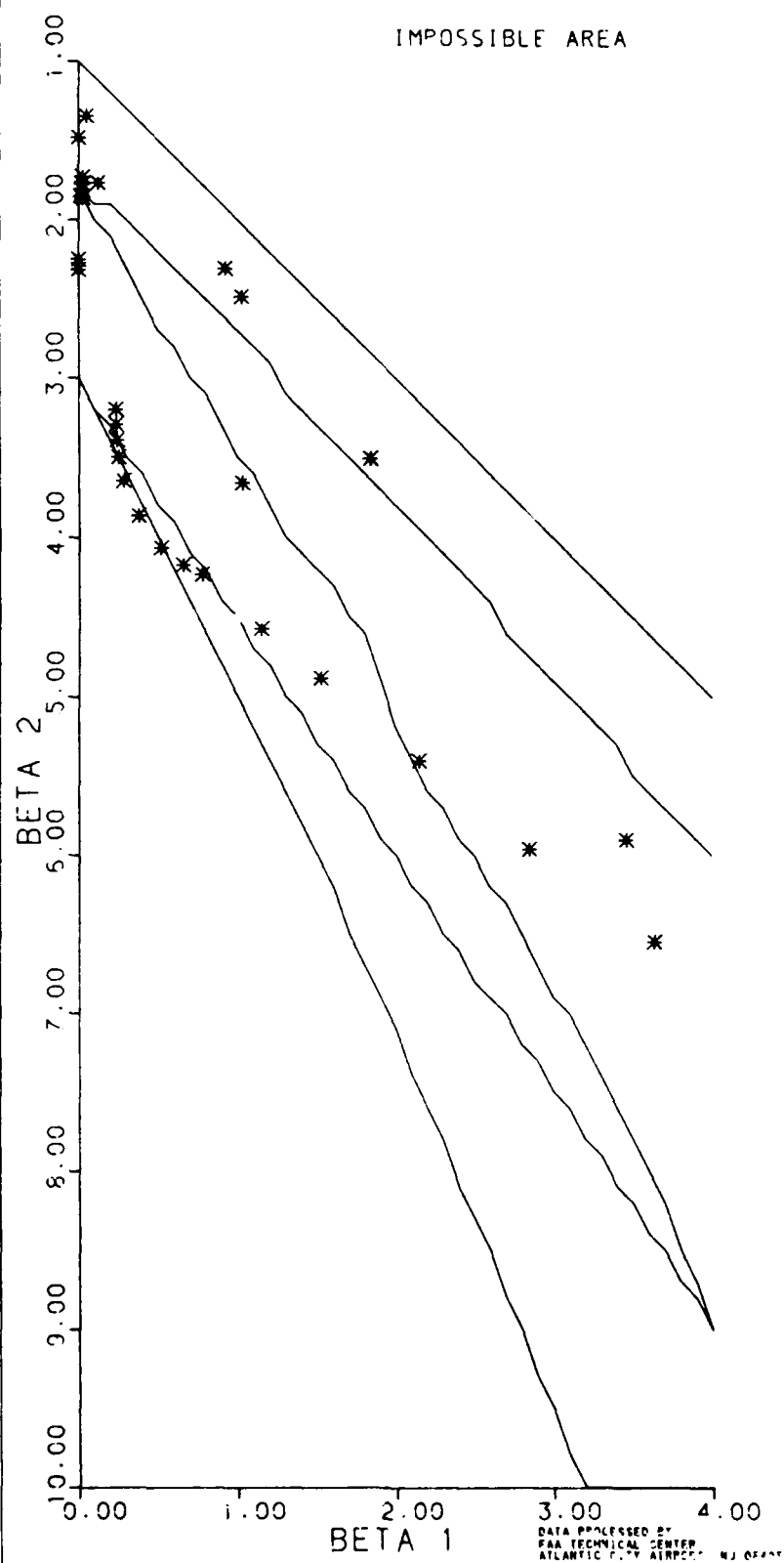
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE STRAIGHT OUT DEPARTURES  
 ANGULAR POSITION (DEG)



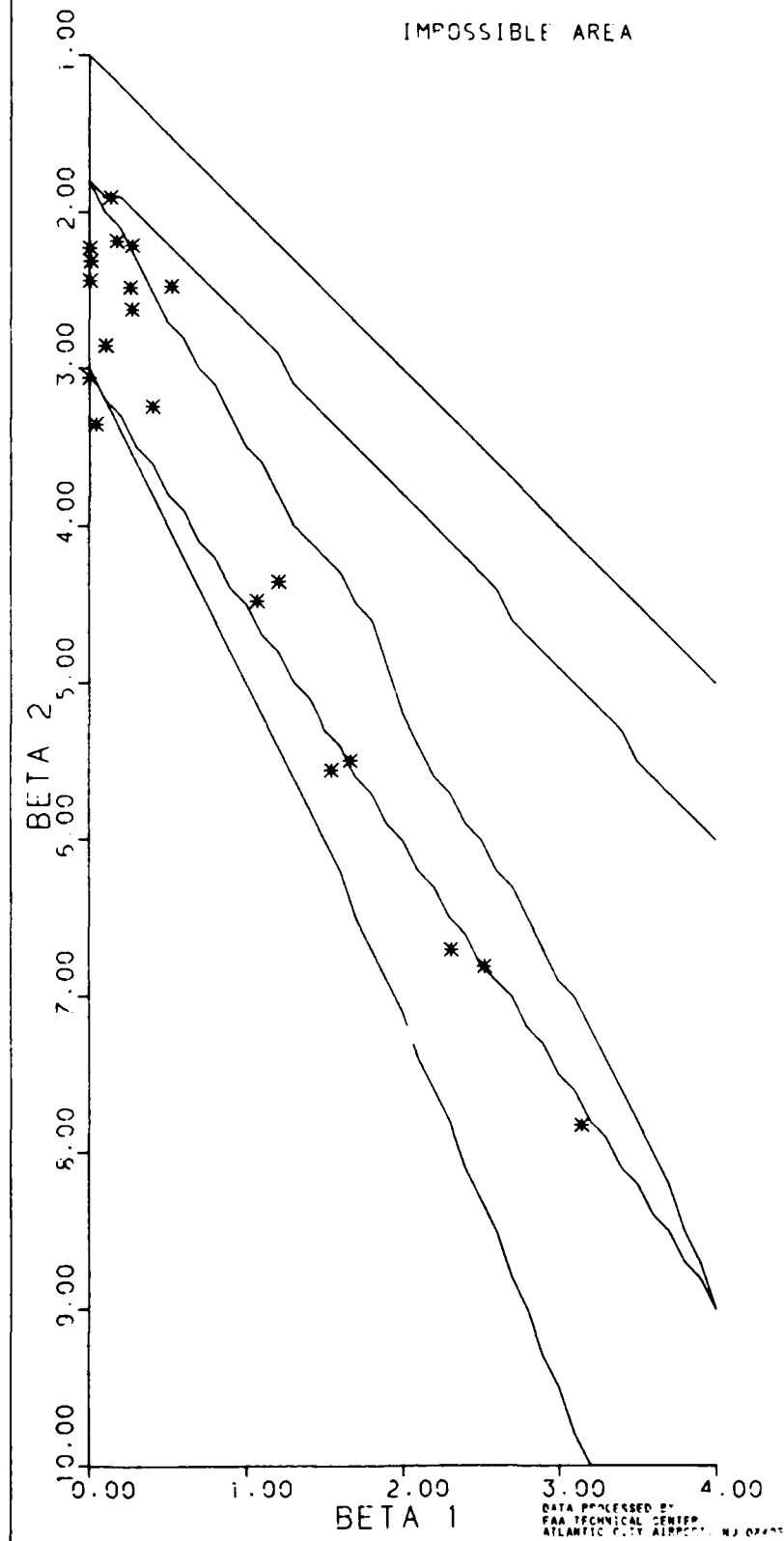
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE STRAIGHT OUT DEPARTURES  
 CROSSTRACK POSITION (FT)



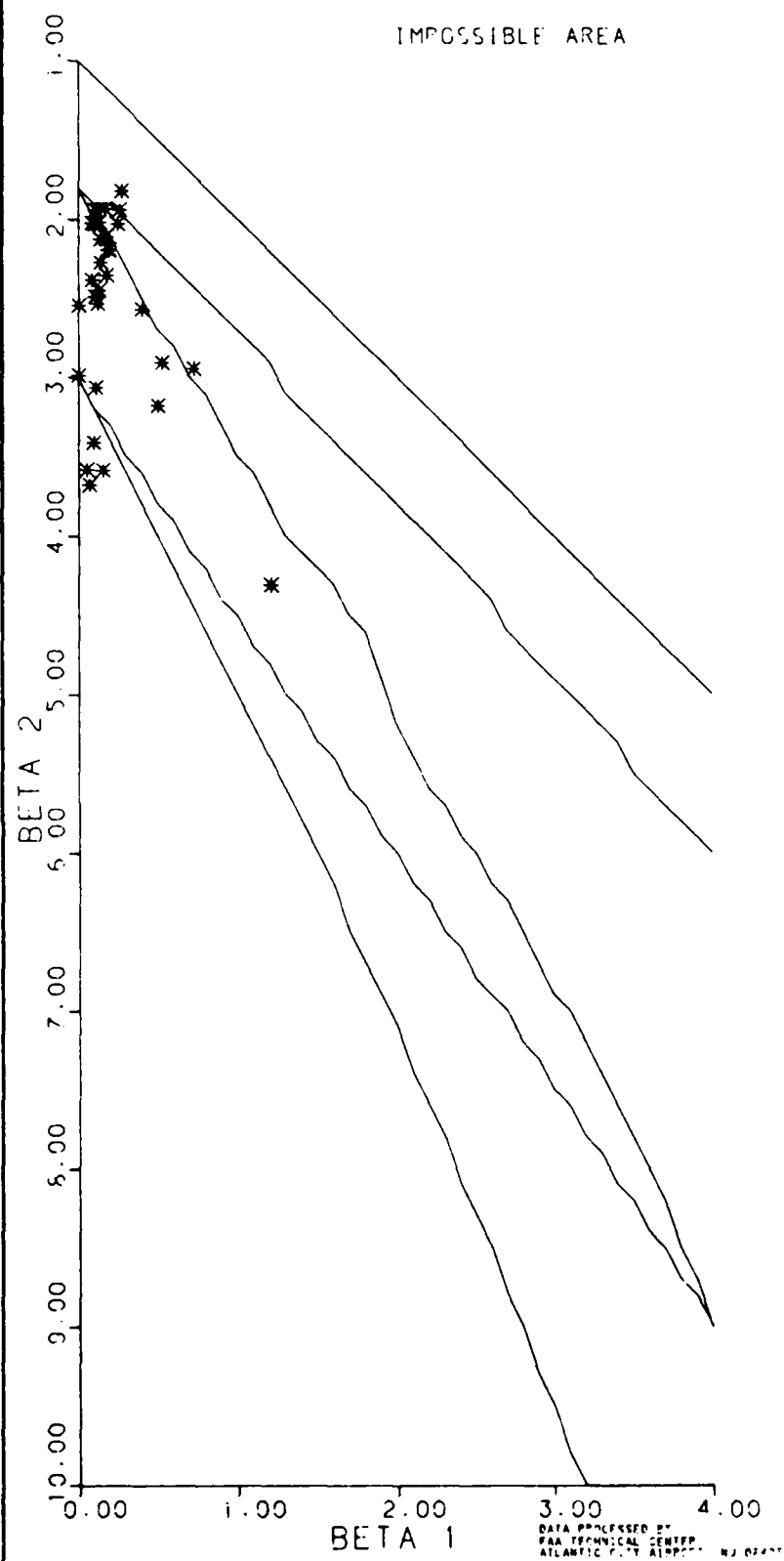
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE STRAIGHT OUT DEPARTURES  
 ALTITUDE (FT)



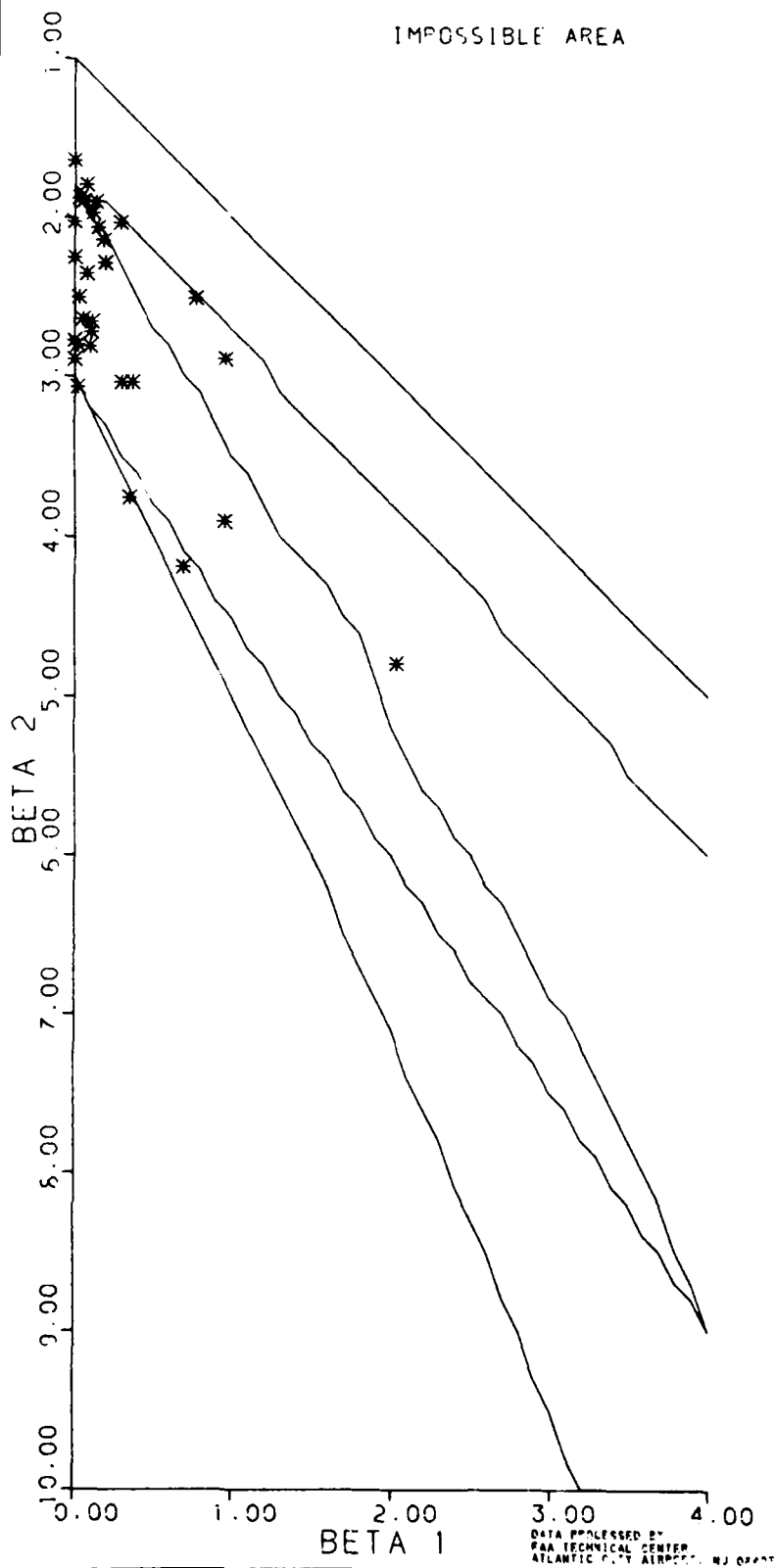
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE STRAIGHT OUT DEPARTURES  
 CROSSTRACK VELOCITY (FPM)



VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE STRAIGHT OUT DEPARTURES  
 ALONG TRACK VELOCITY (FPM)

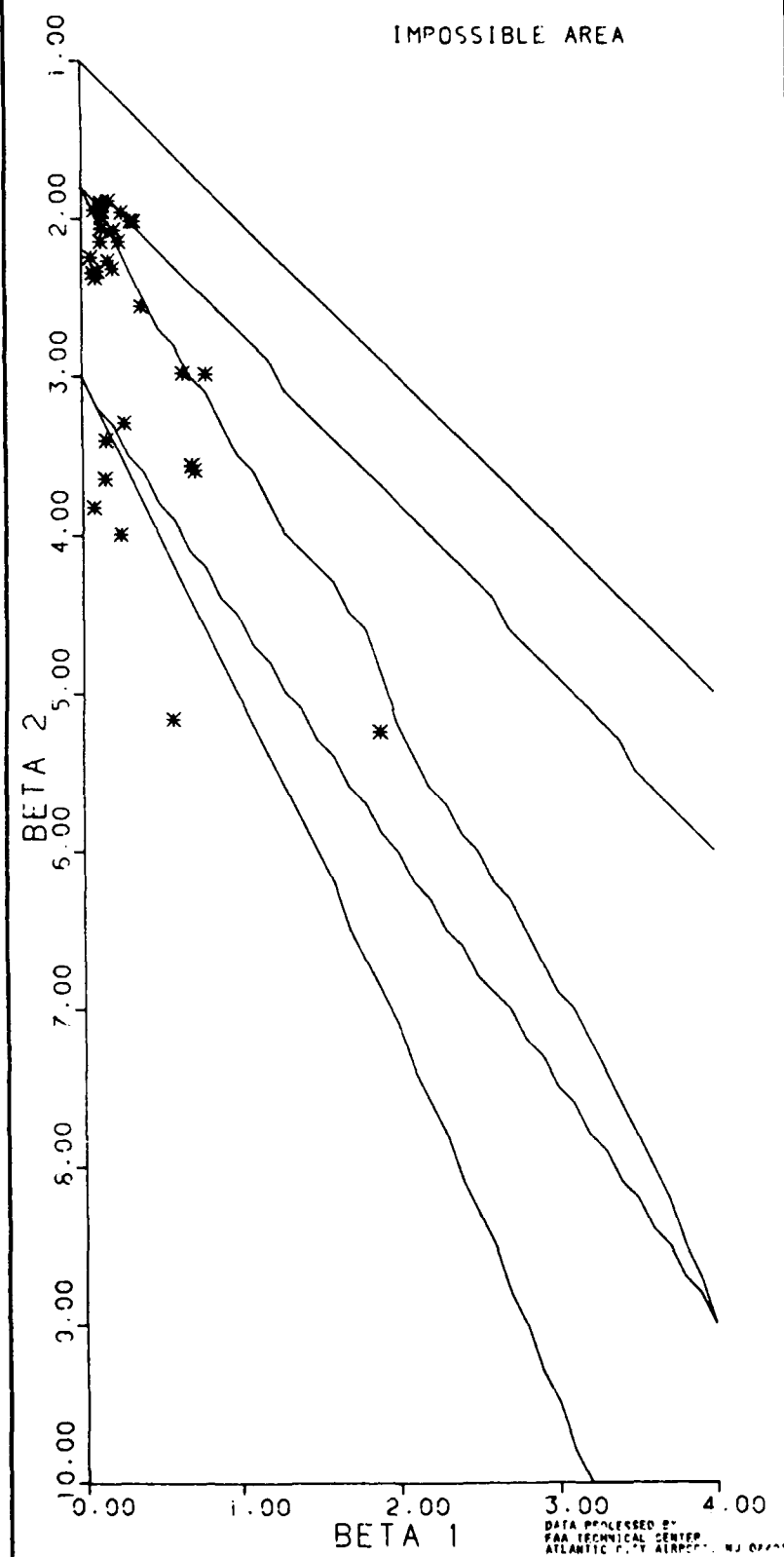


VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE STRAIGHT OUT DEPARTURES  
 VERTICAL VELOCITY (FPM)

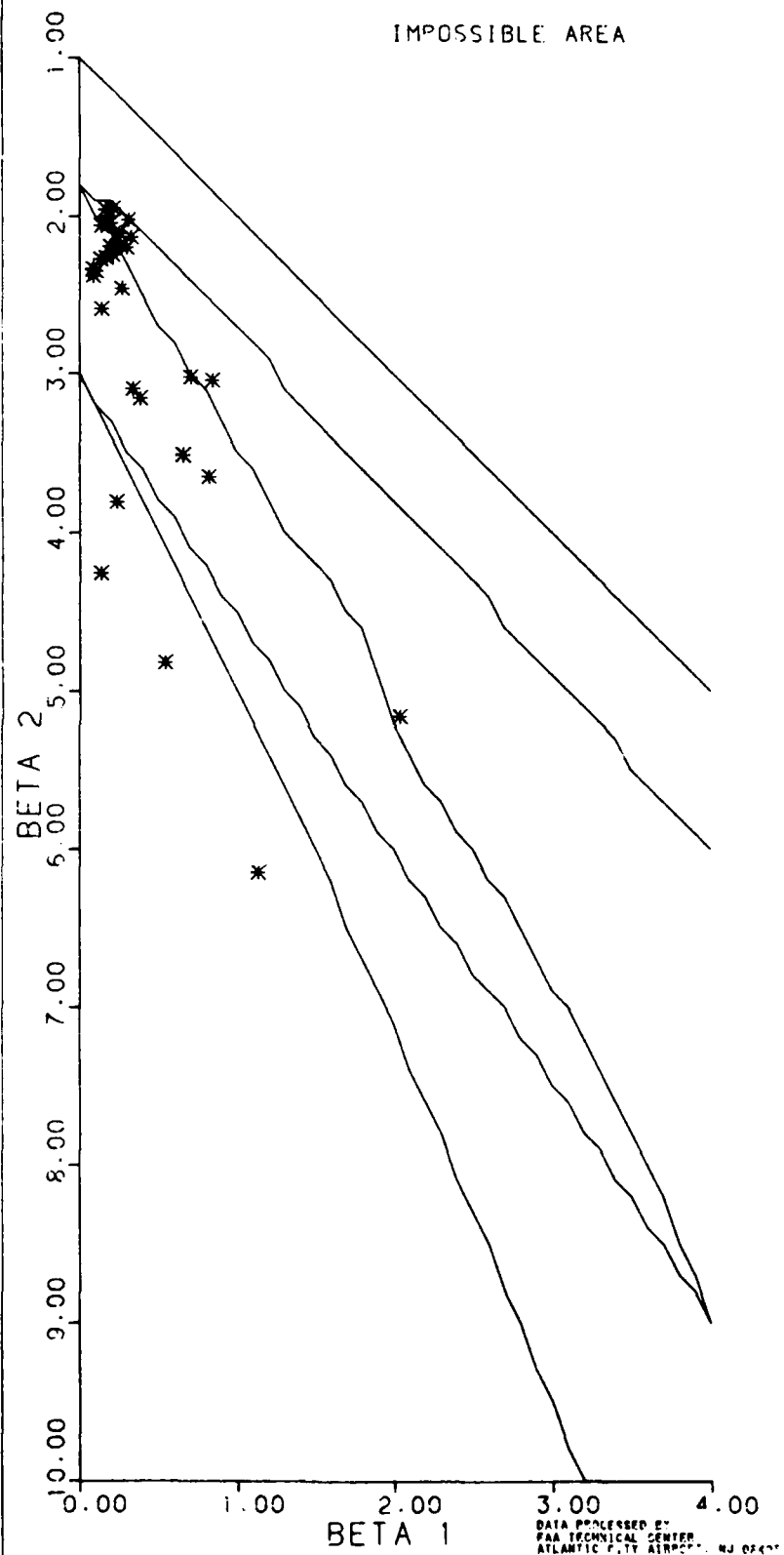




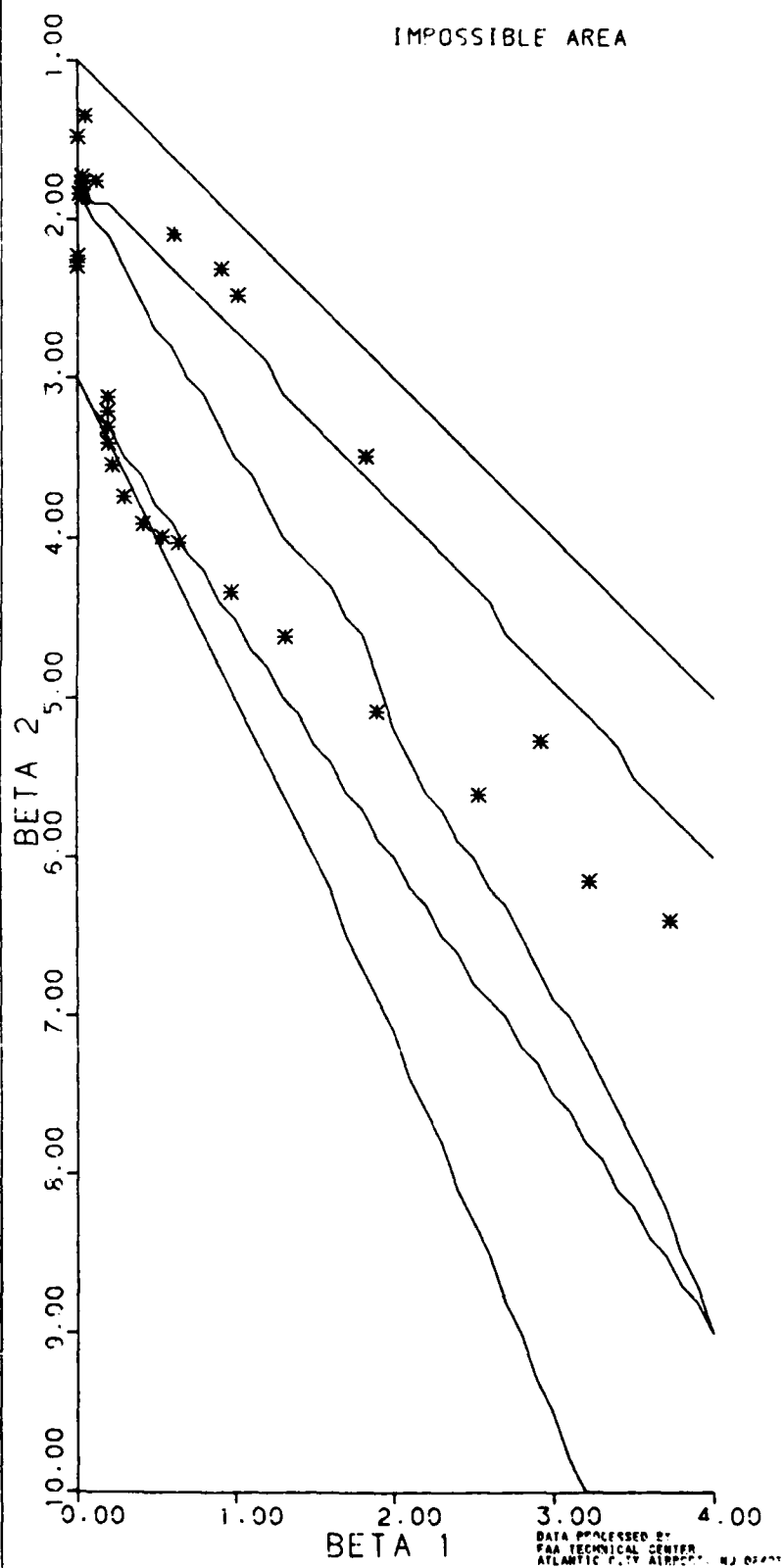
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE STRAIGHT OUT DEPARTURES  
 GROUND SPEED (KNOTS)



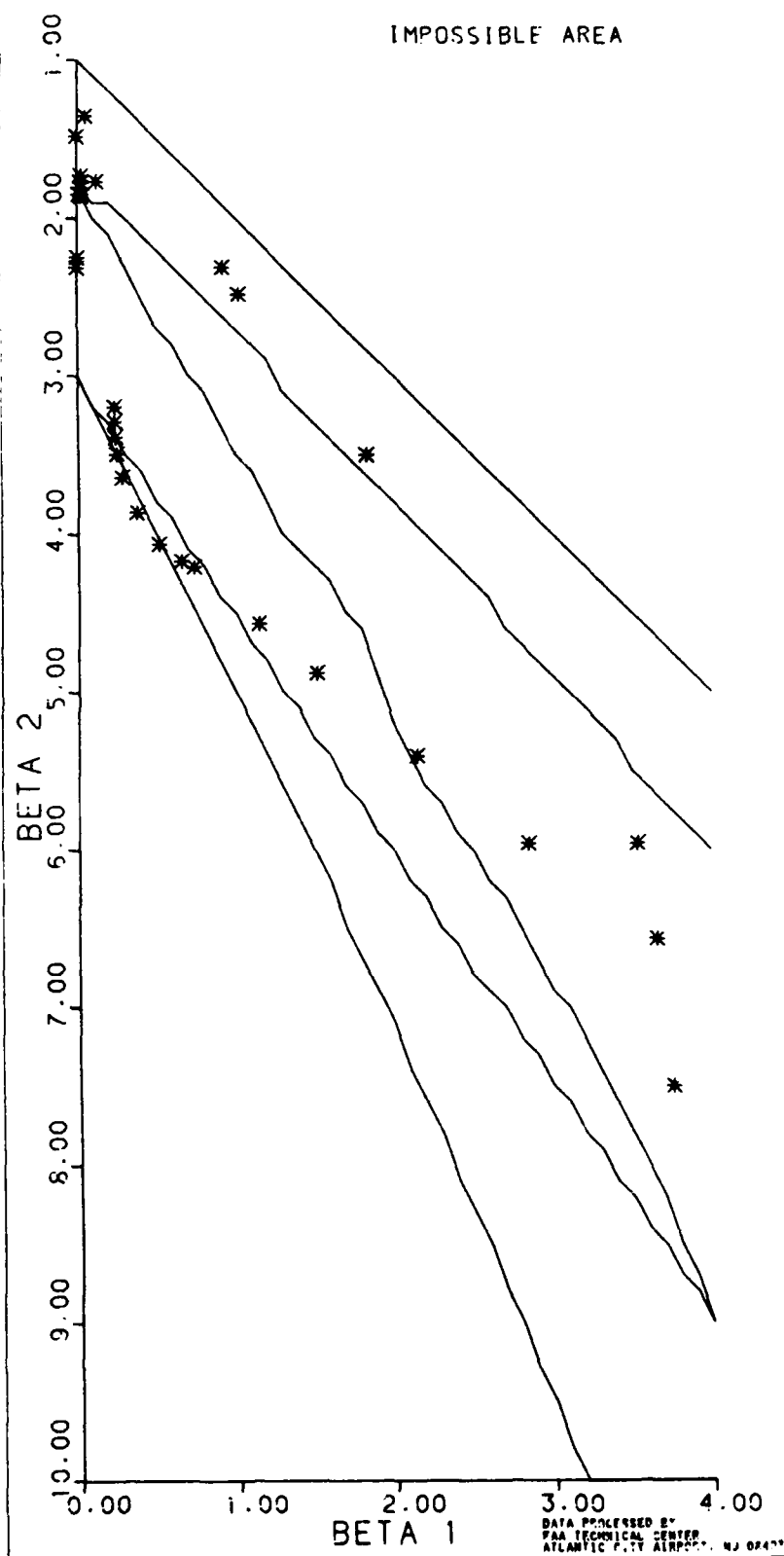
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE STRAIGHT OUT DEPARTURES  
 ALONGPATH SPEED (KNOTS)



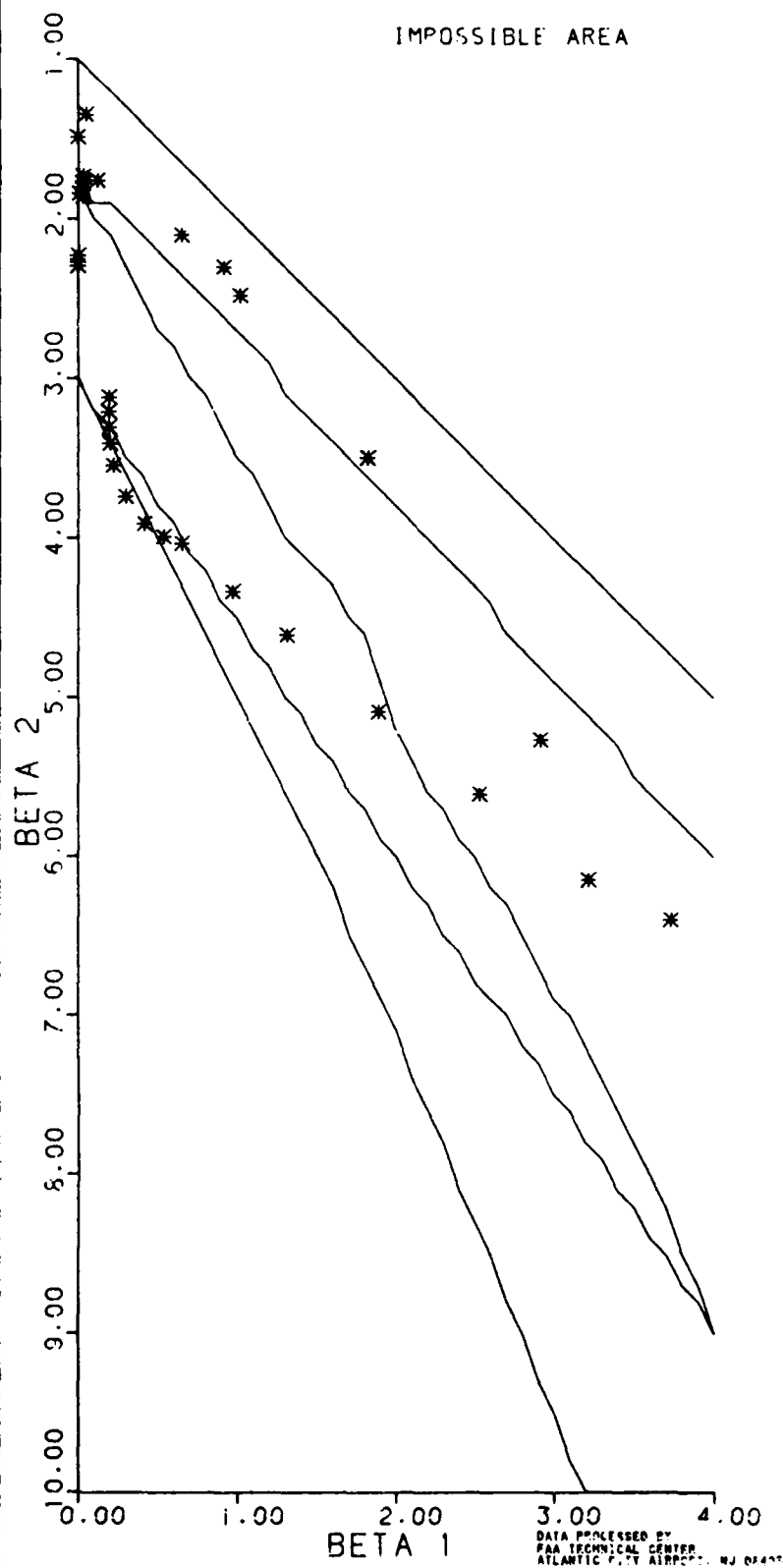
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE STRAIGHT OUT DEPARTURES  
 ANGULAR ERROR (DEG)



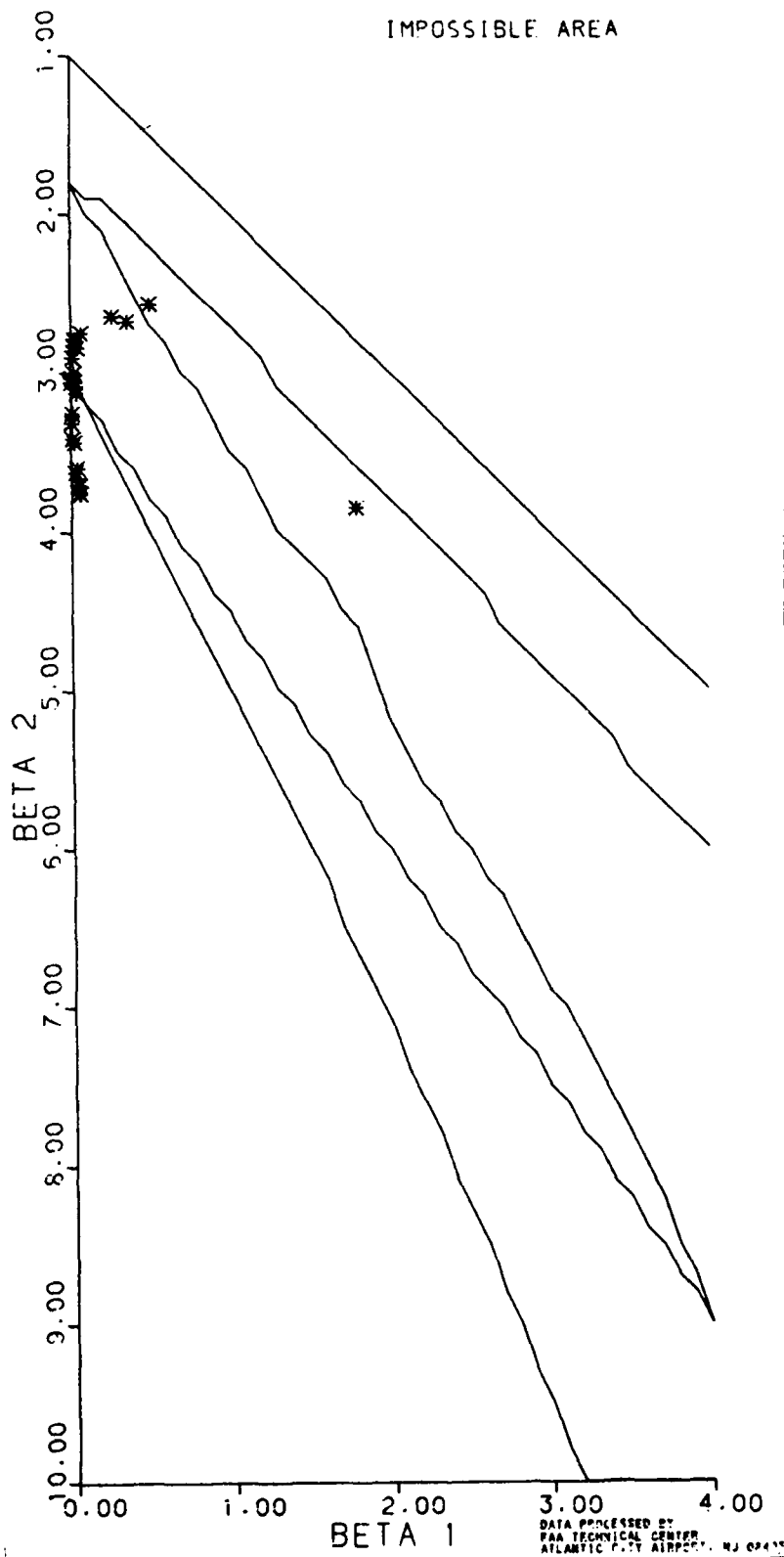
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE STRAIGHT OUT DEPARTURES  
 ALTITUDE ERROR (FT)



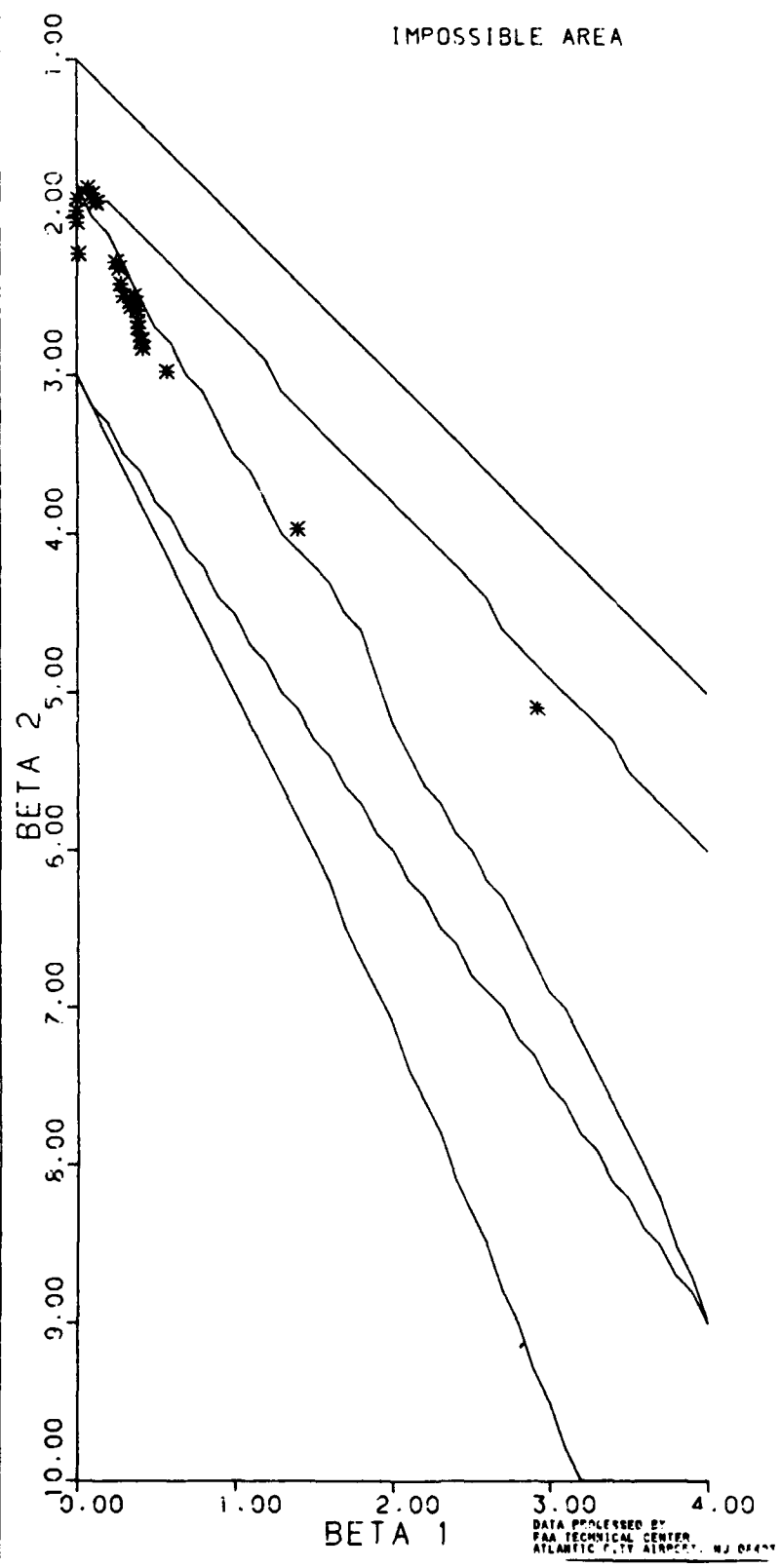
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE STRAIGHT OUT DEPARTURES  
 ANGULAR POSITION (DEG)



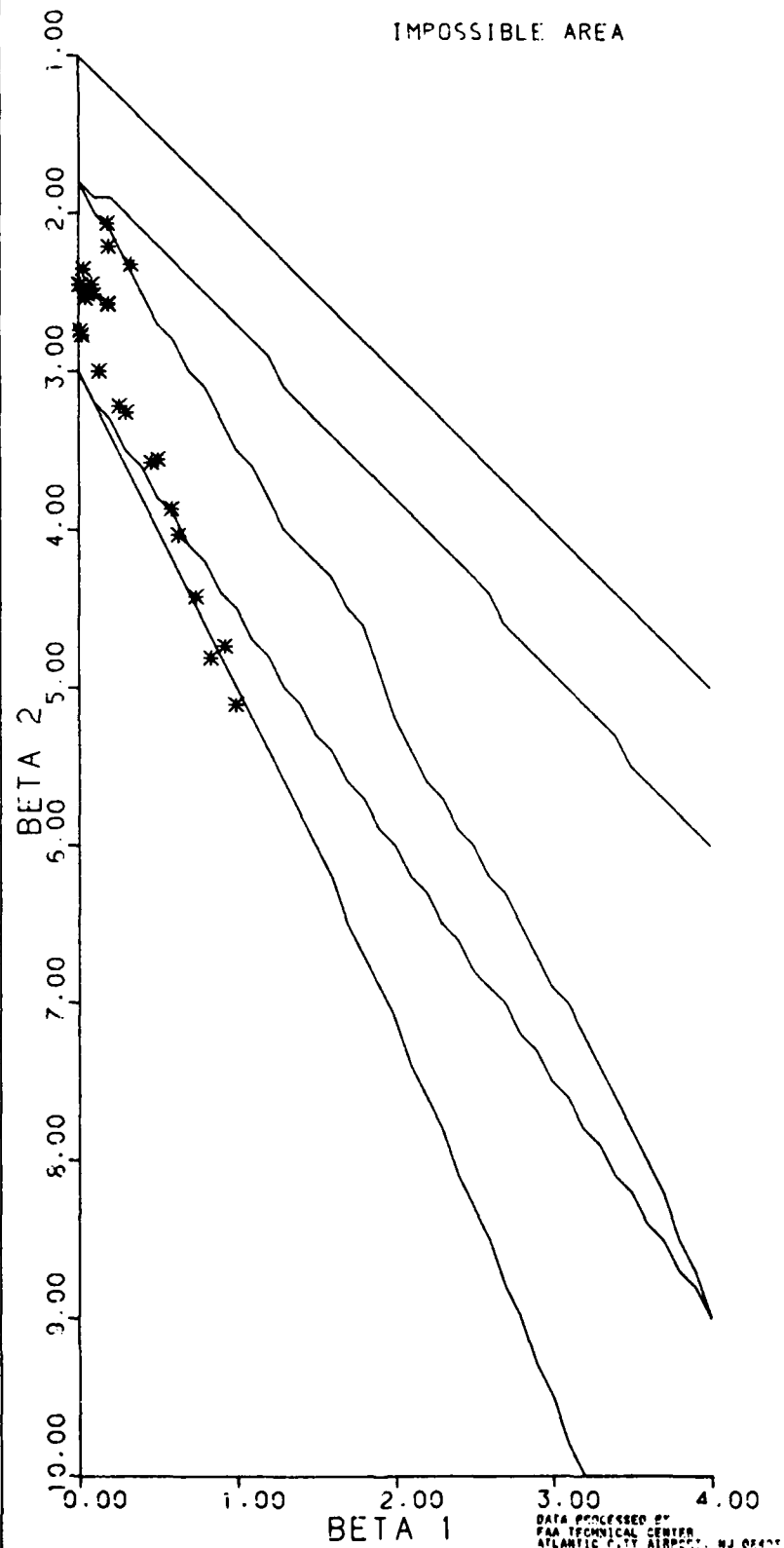
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 12.00 DEGREE STRAIGHT OUT DEPARTURES  
 CROSSTRACK POSITION (FT)



VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
12.00 DEGREE STRAIGHT OUT DEPARTURES  
ALTITUDE (FT)

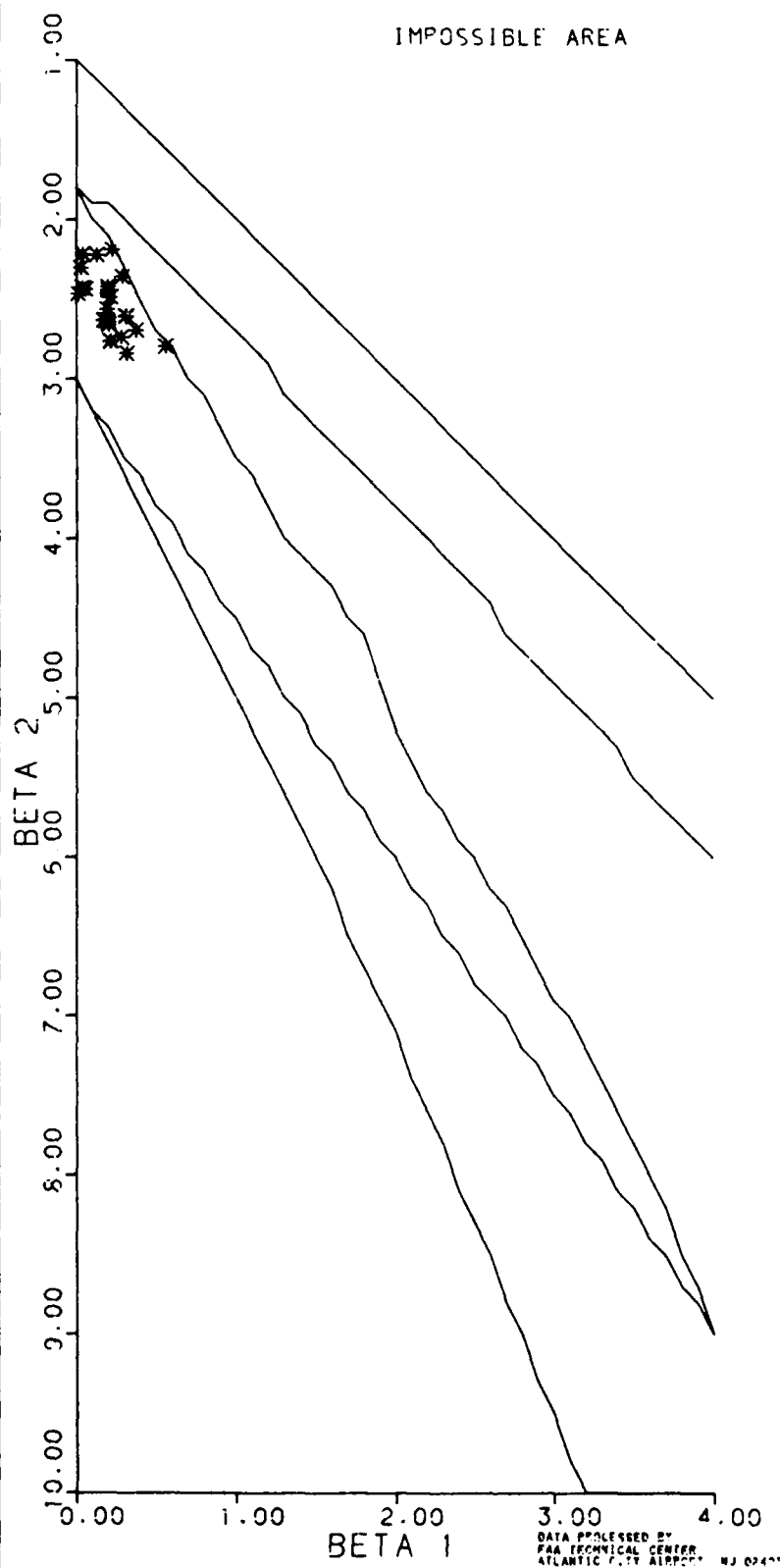


VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 12.00 DEGREE STRAIGHT OUT DEPARTURES  
 CROSSTRACK VELOCITY (FPM)

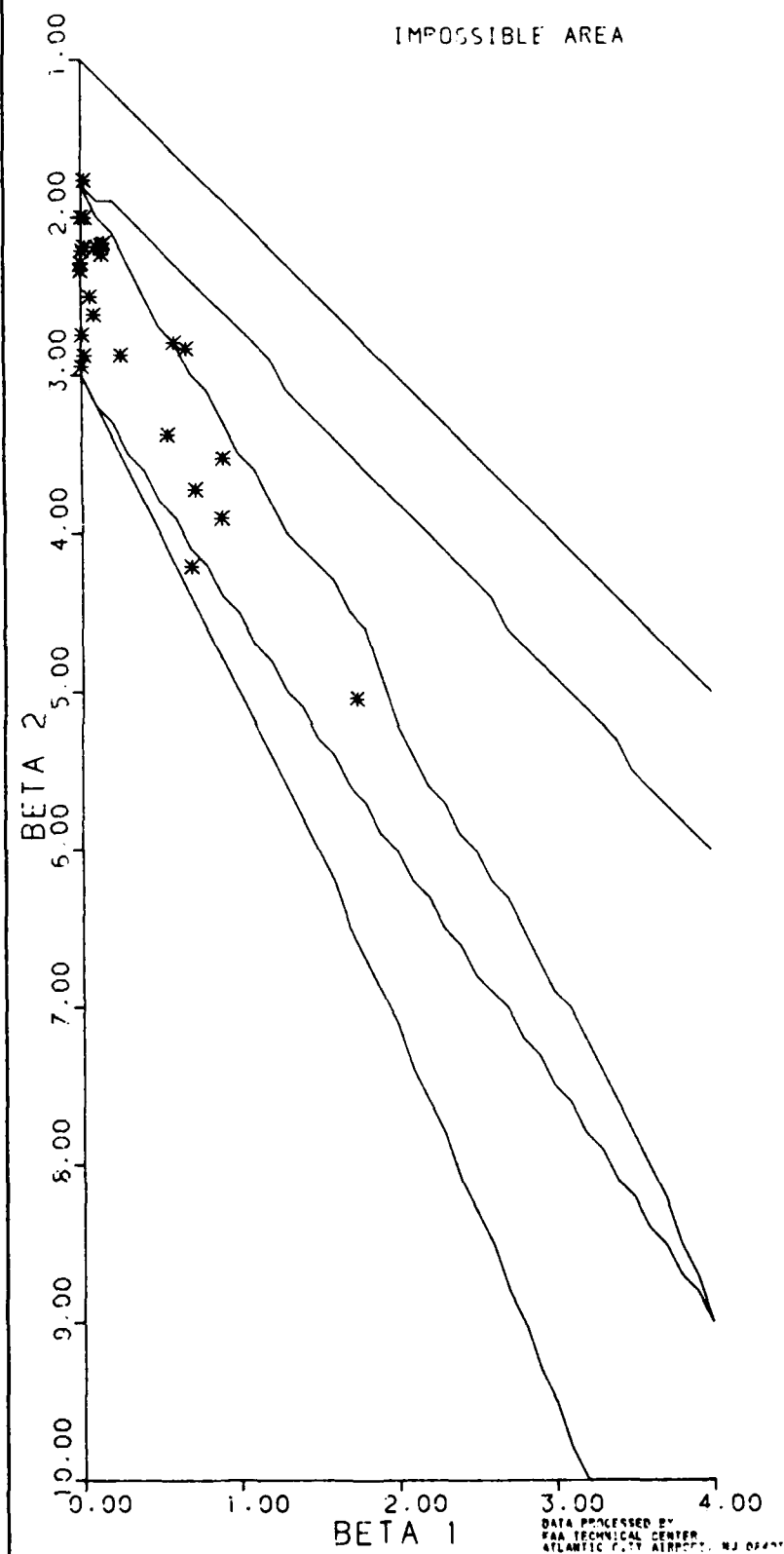




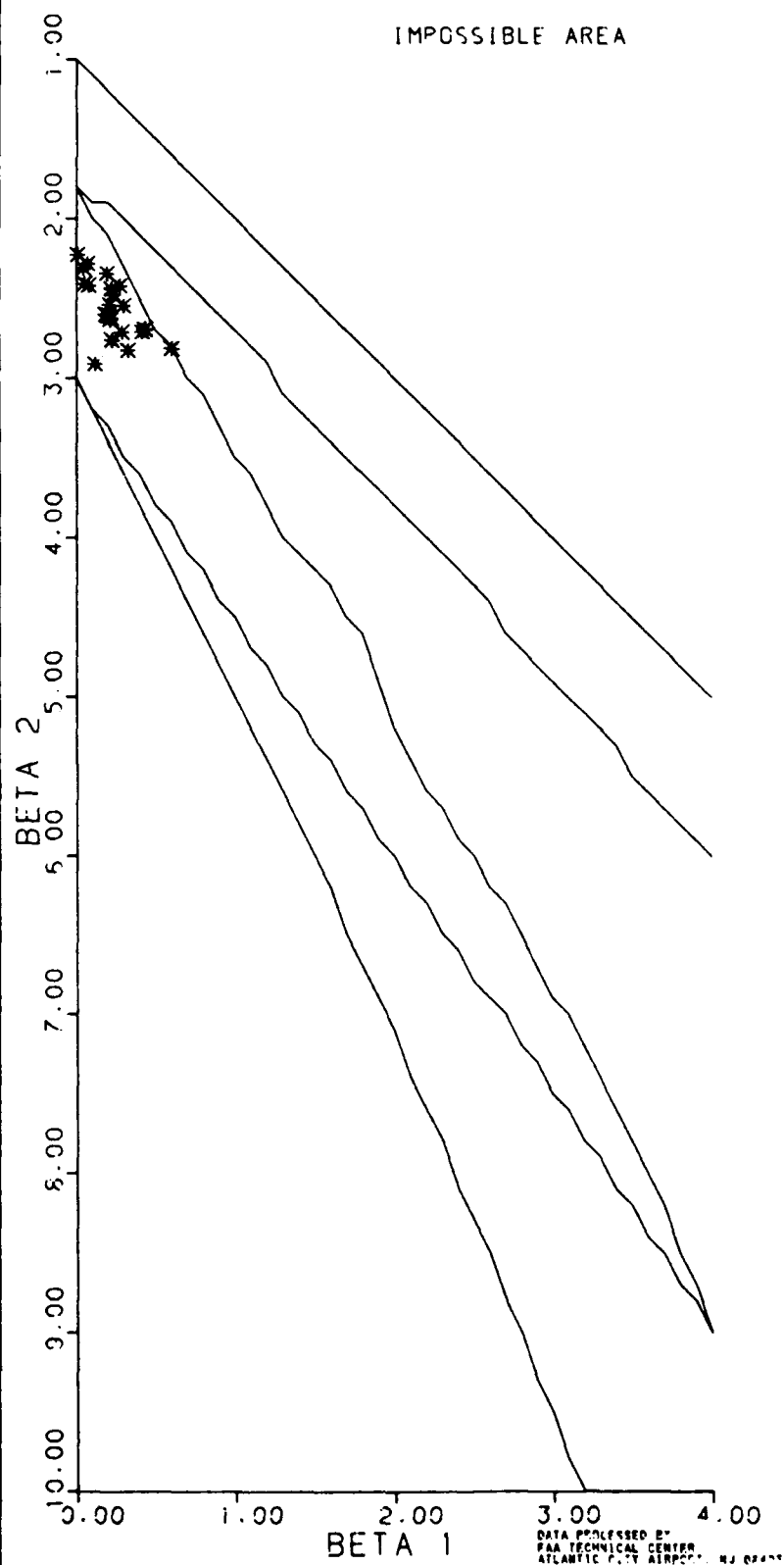
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
12.00 DEGREE STRAIGHT OUT DEPARTURES  
ALONGTRACK VELOCITY (FPM)



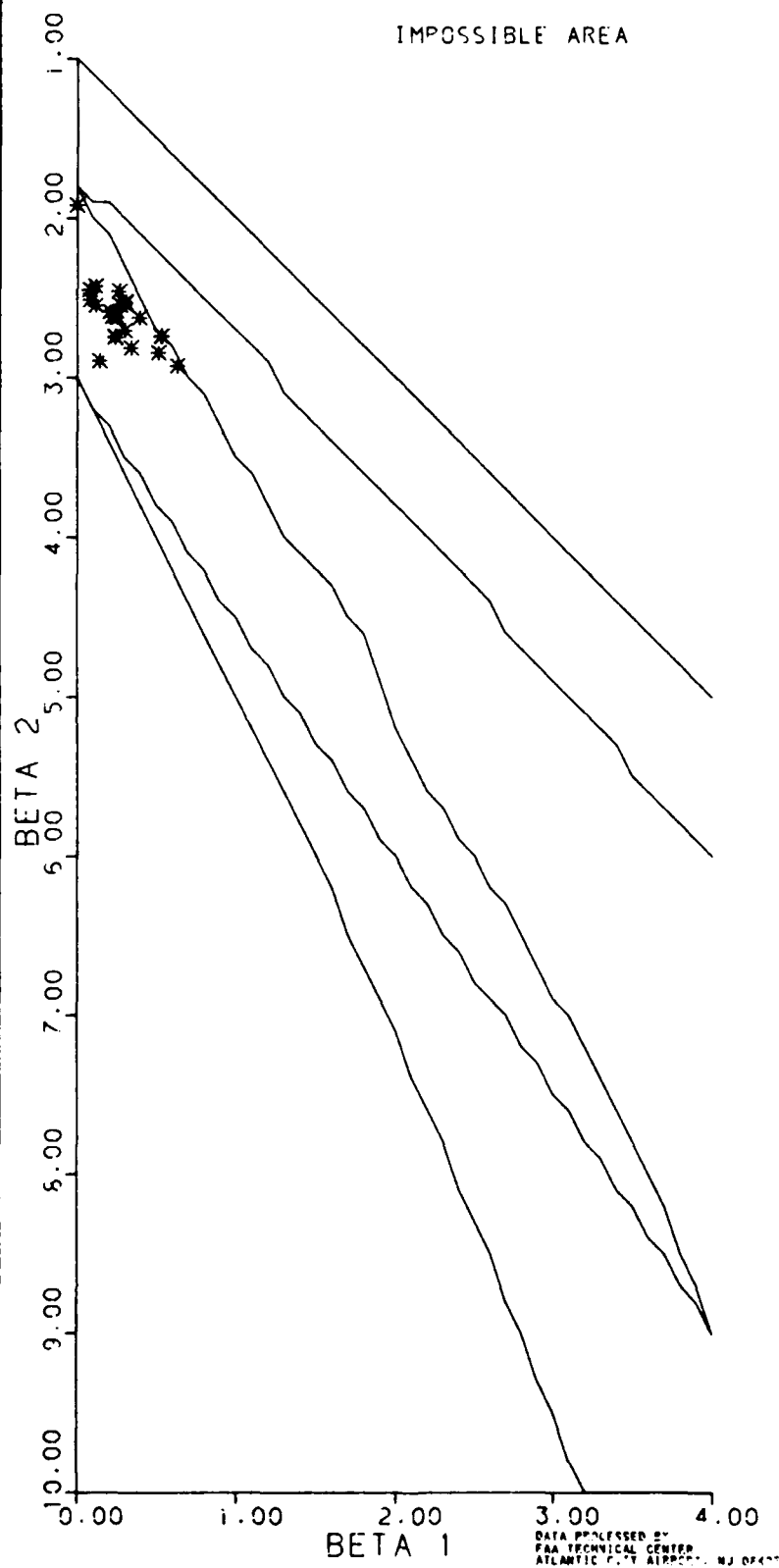
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 12.00 DEGREE STRAIGHT OUT DEPARTURES  
 VERTICAL VELOCITY (FPM)



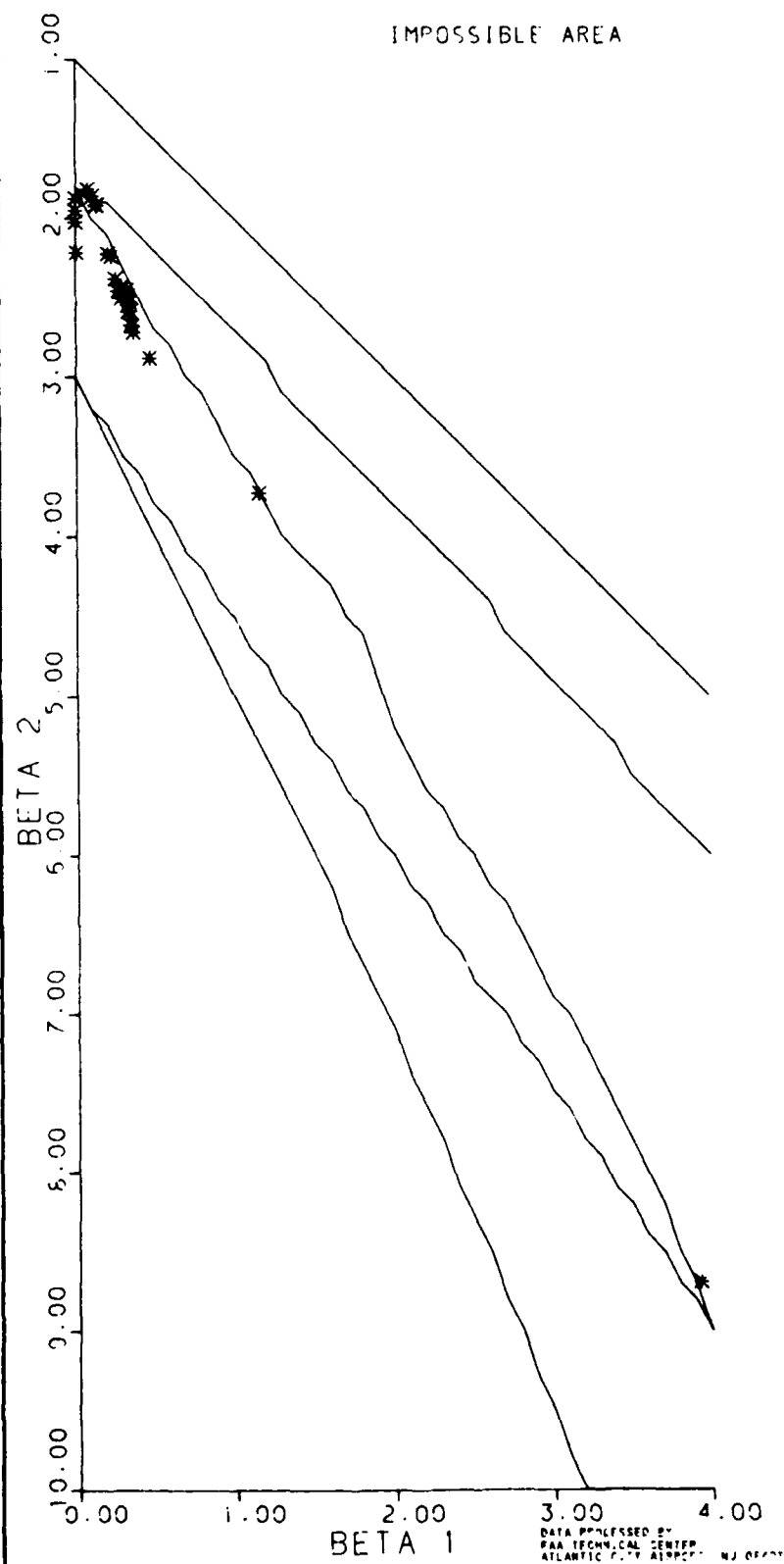
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
12.00 DEGREE STRAIGHT OUT DEPARTURES  
GROUNDSPEED (KNOTS)



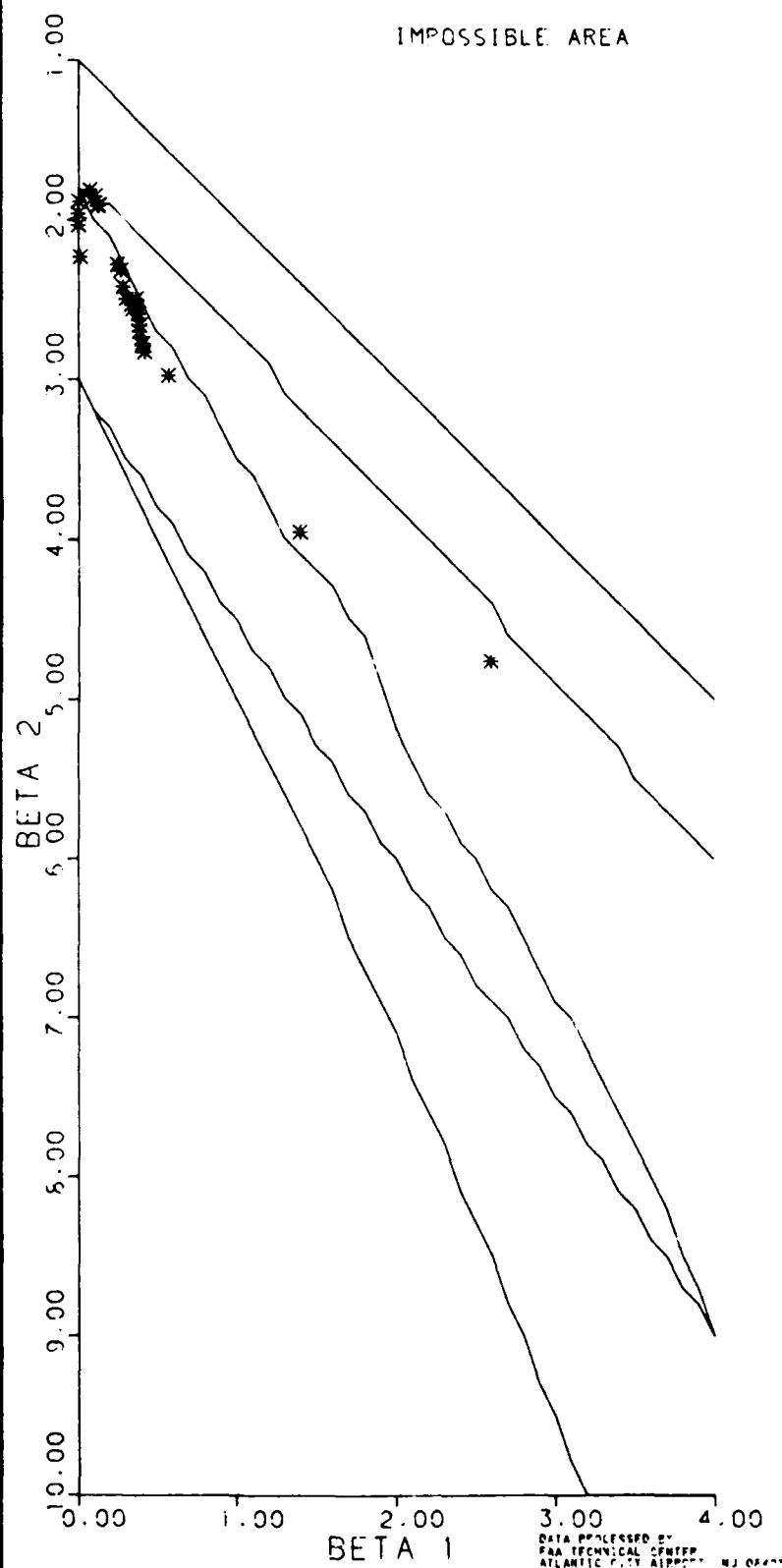
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
12.00 DEGREE STRAIGHT OUT DEPARTURES  
ALONGPATH SPEED (KNOTS)



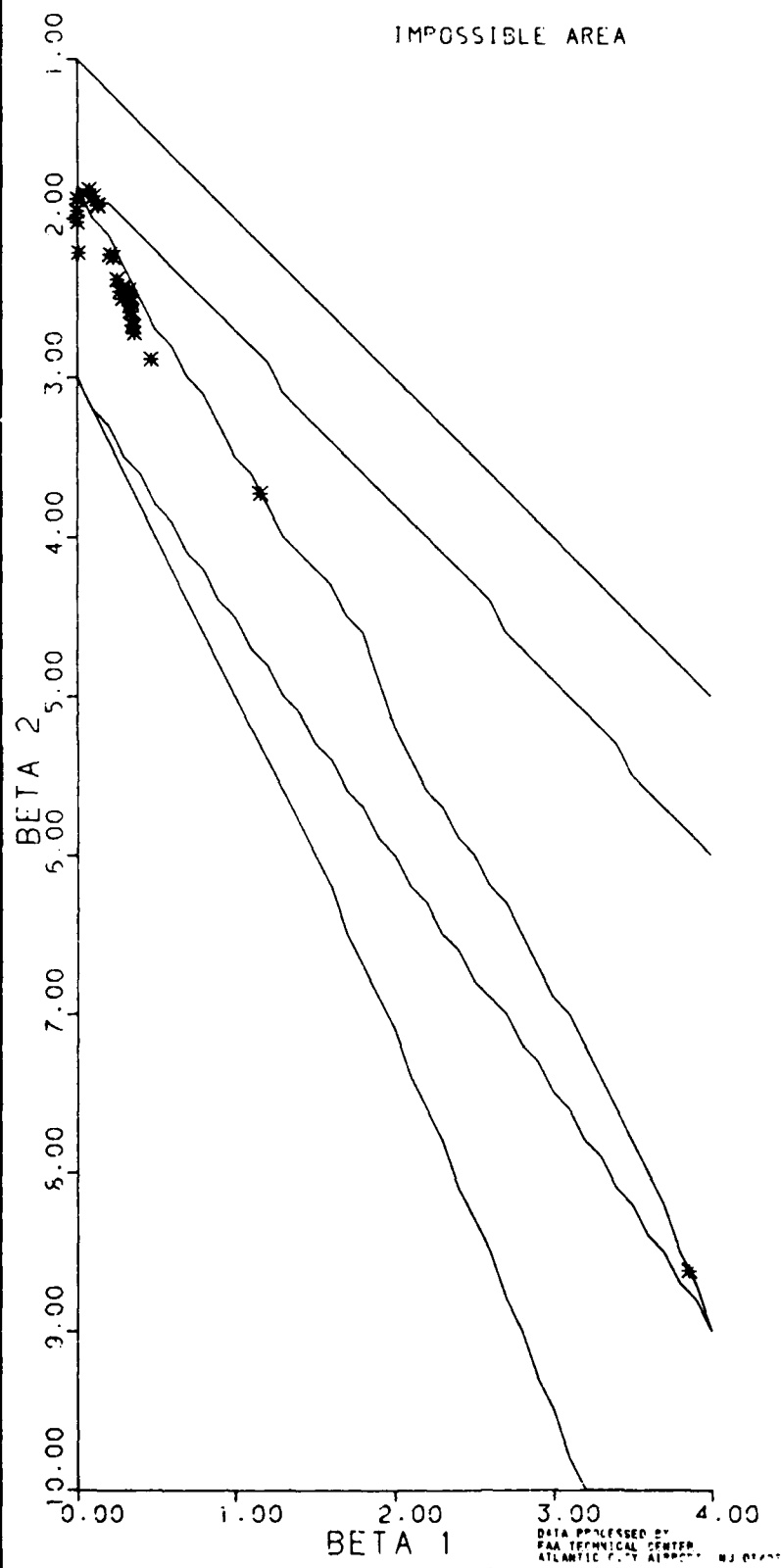
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 12.00 DEGREE STRAIGHT OUT DEPARTURES  
 ANGULAR ERROR (DEG)



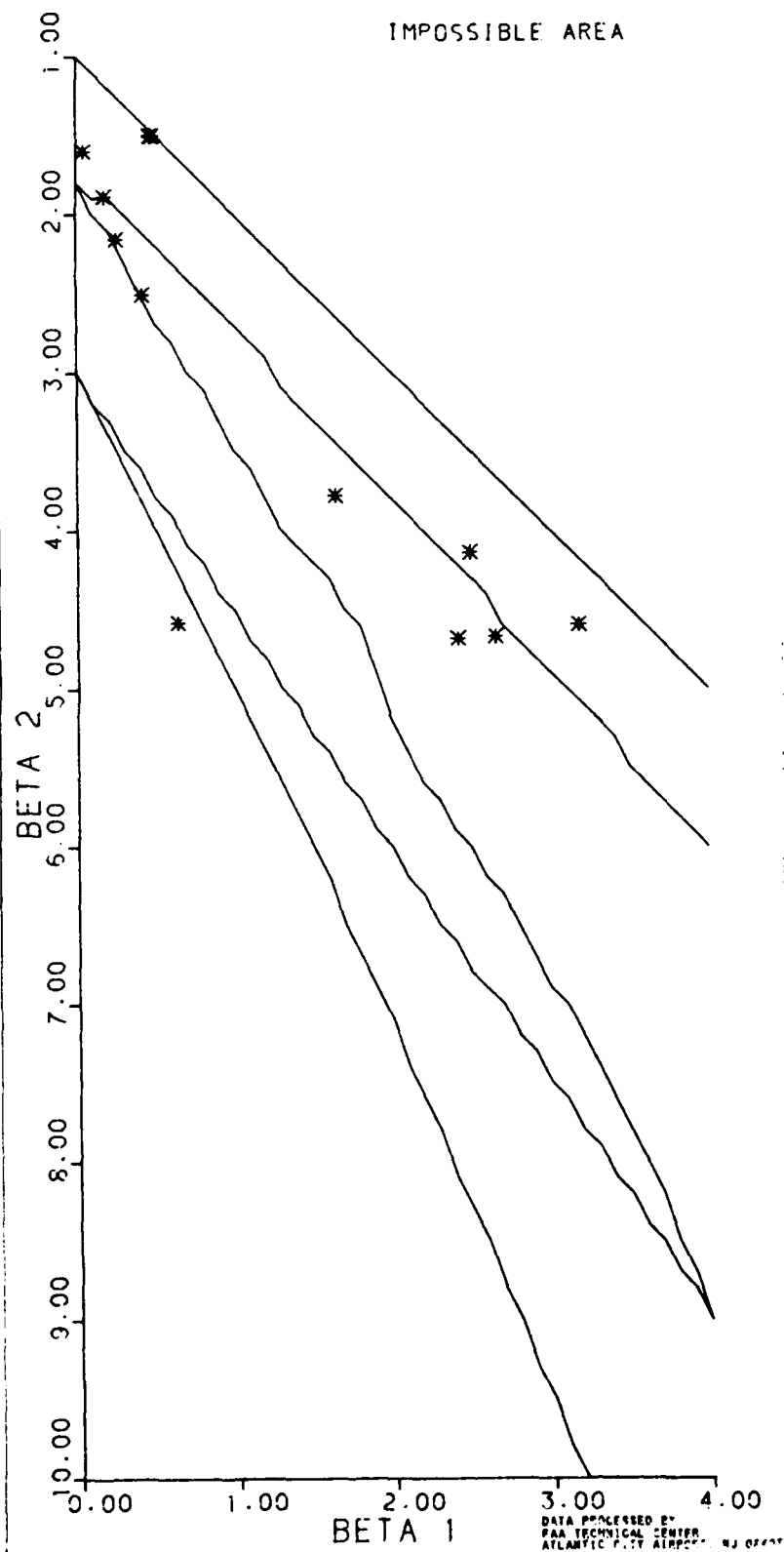
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 12.00 DEGREE STRAIGHT OUT DEPARTURES  
 ALTITUDE ERROR (FT)



VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 12.00 DEGREE STRAIGHT OUT DEPARTURES  
 ANGULAR POSITION (DEG)

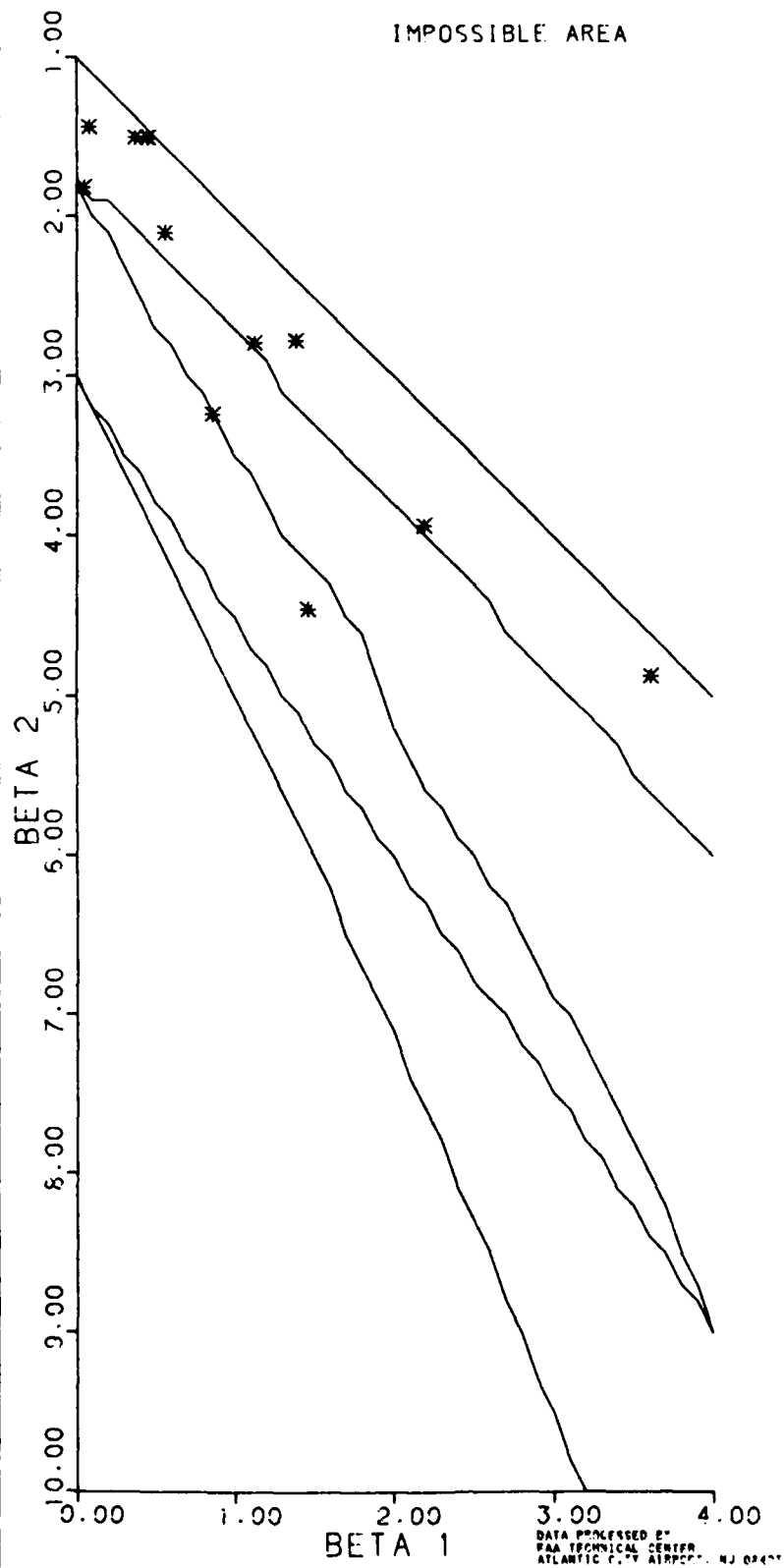


VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE CURVED DEPARTURES  
 CROSSTRACK POSITION (FT)

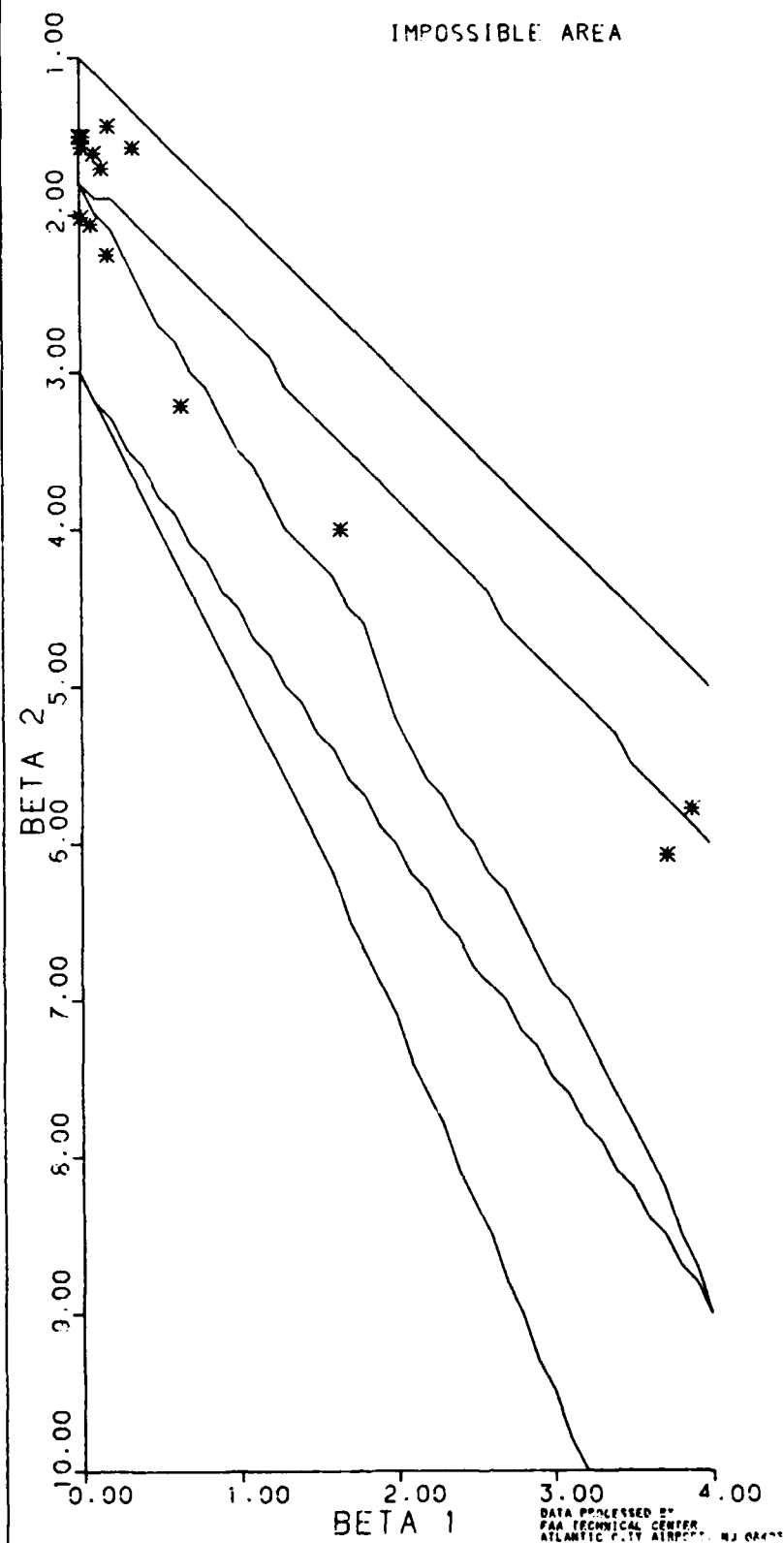




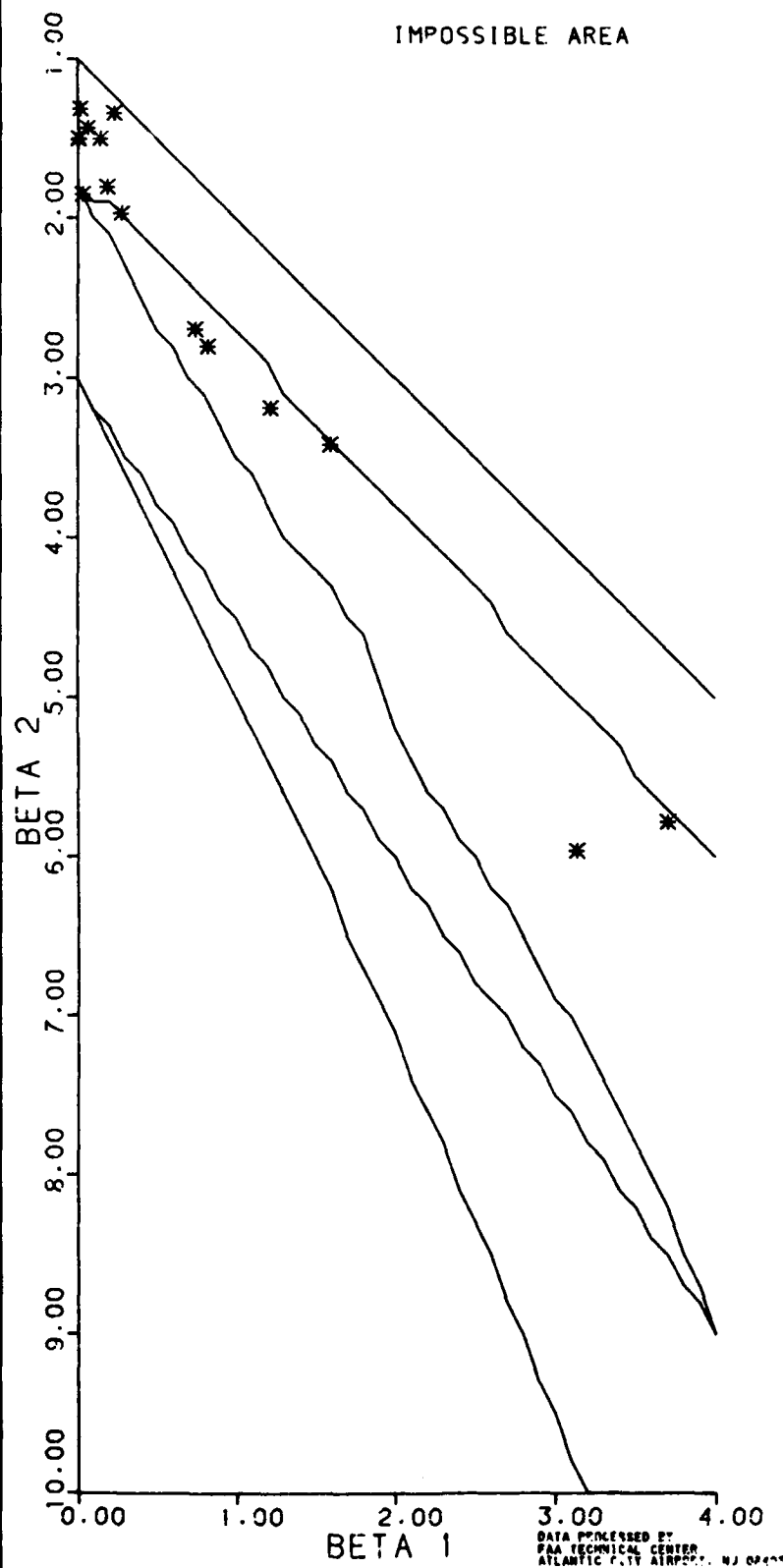
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE CURVED DEPARTURES  
 ALTITUDE (FT)



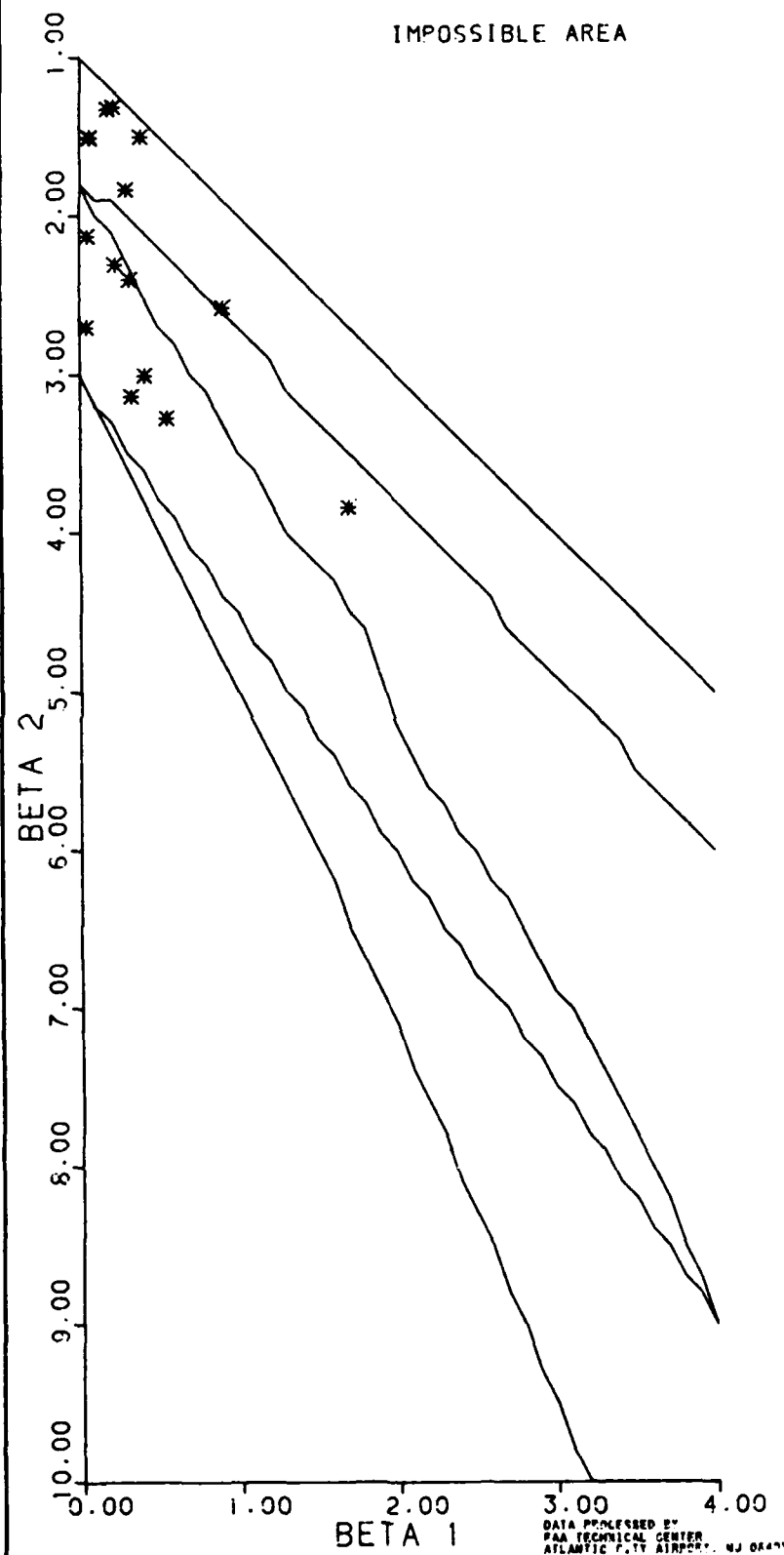
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE CURVED DEPARTURES  
 CROSSTRACK VELOCITY (FPM)



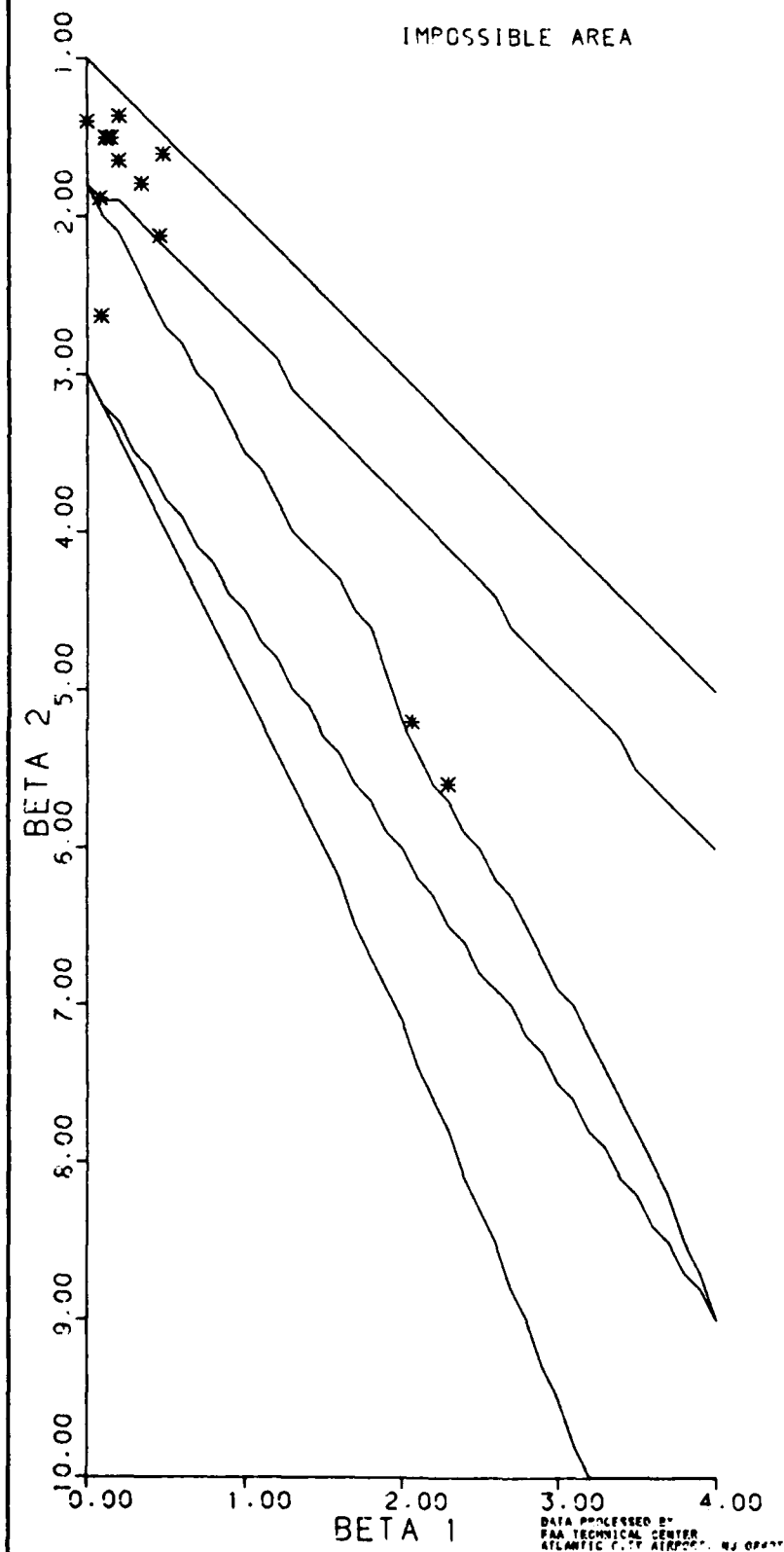
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE CURVED DEPARTURES  
 ALONGTRACK VELOCITY (FPM)



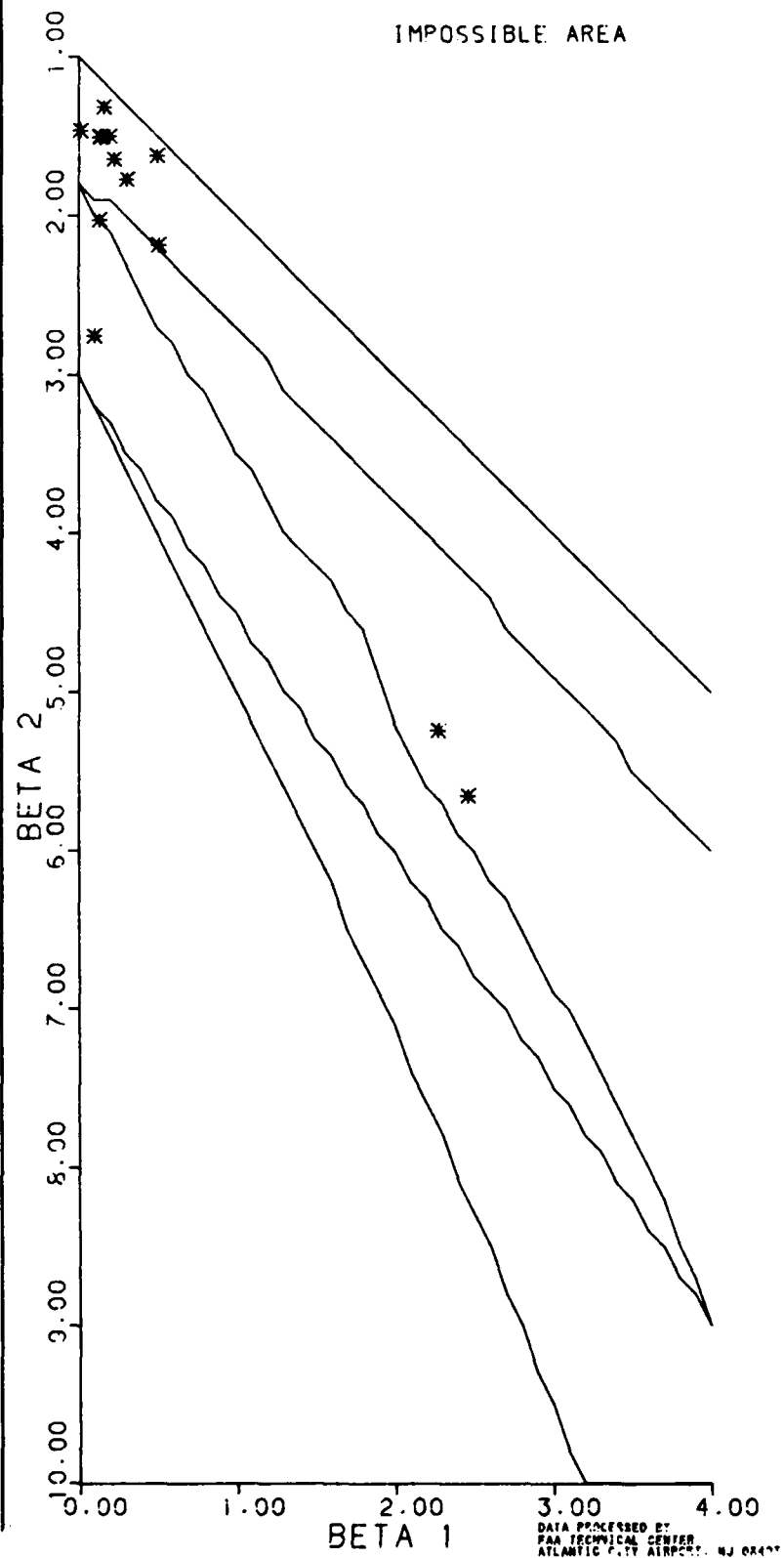
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE CURVED DEPARTURES  
 VERTICAL VELOCITY (FPM)



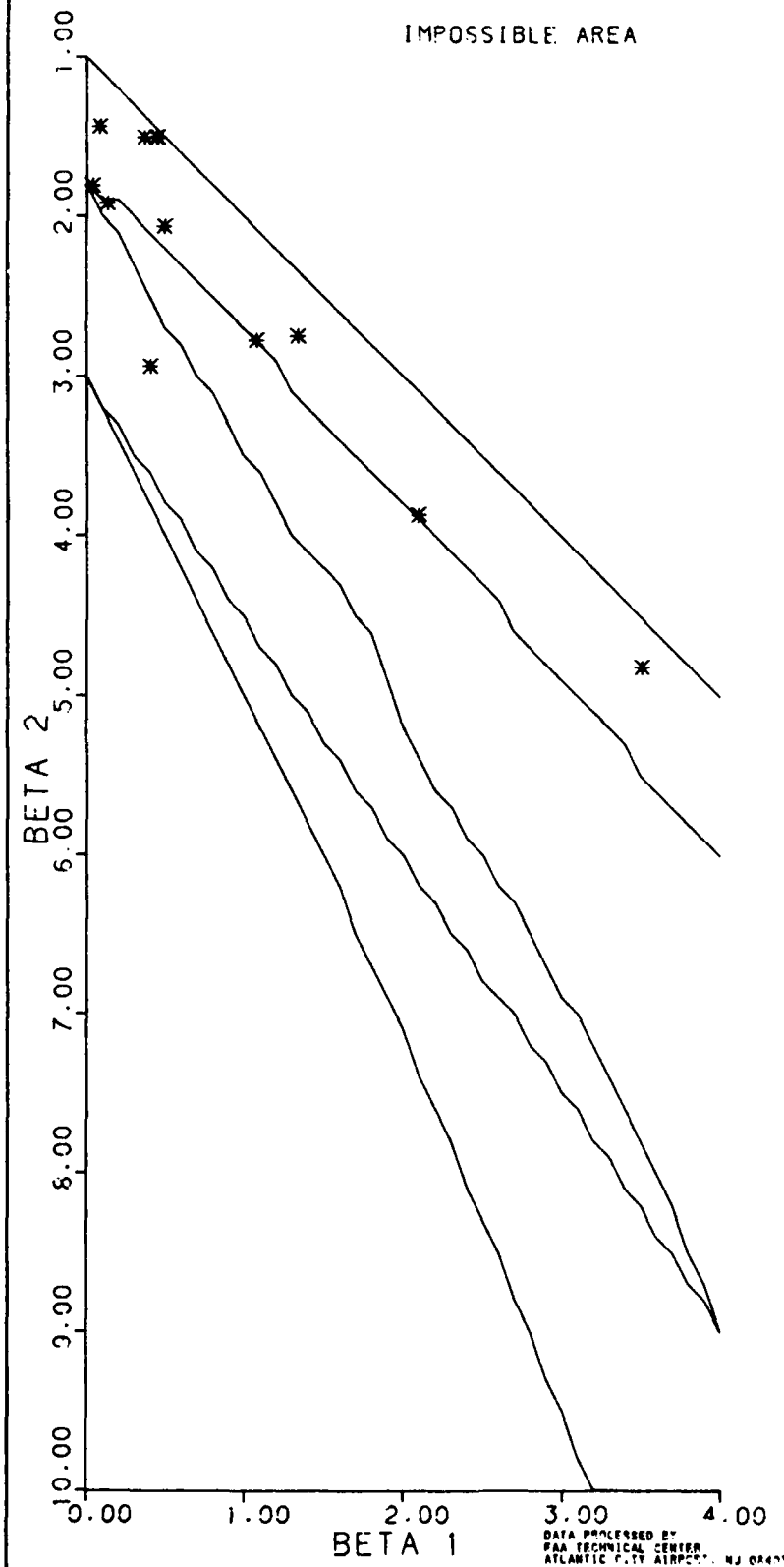
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE CURVED DEPARTURES  
 GROUND SPEED (KNOTS)



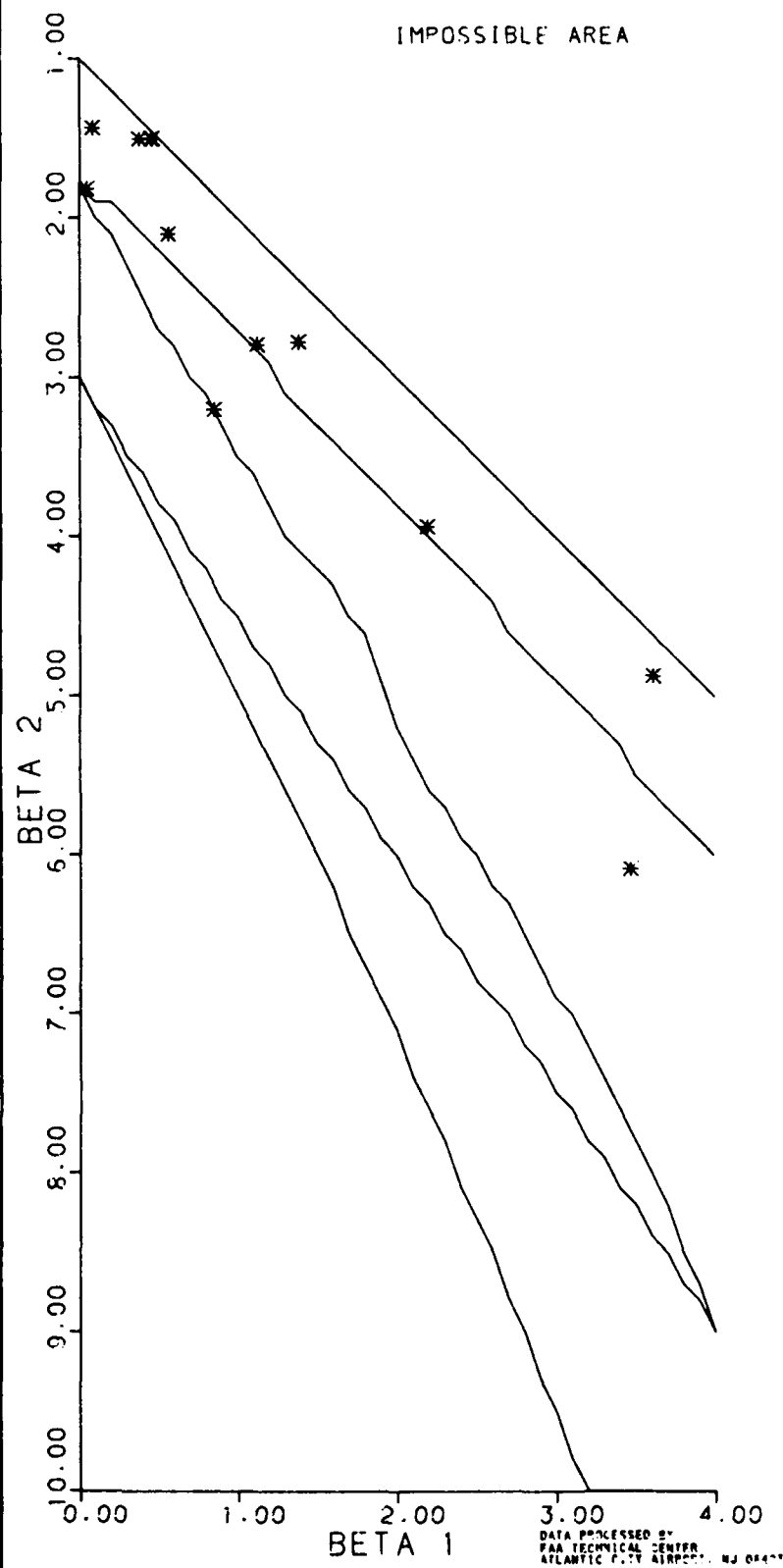
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE CURVED DEPARTURES  
 ALONGPATH SPEED (KNOTS)



VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE CURVED DEPARTURES  
 ANGULAR ERROR (DEG)

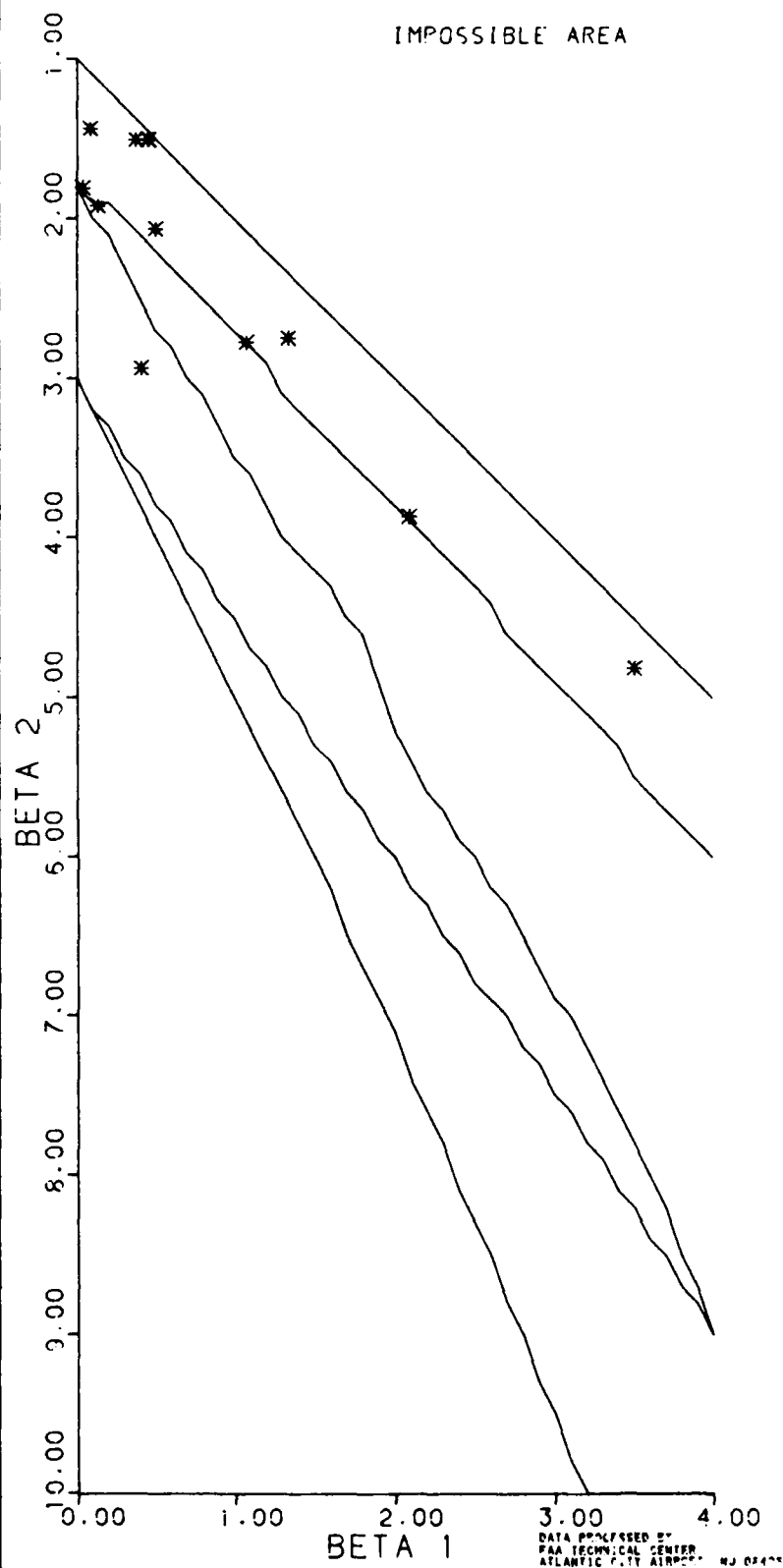


VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE CURVED DEPARTURES  
 ALTITUDE ERROR (FT)

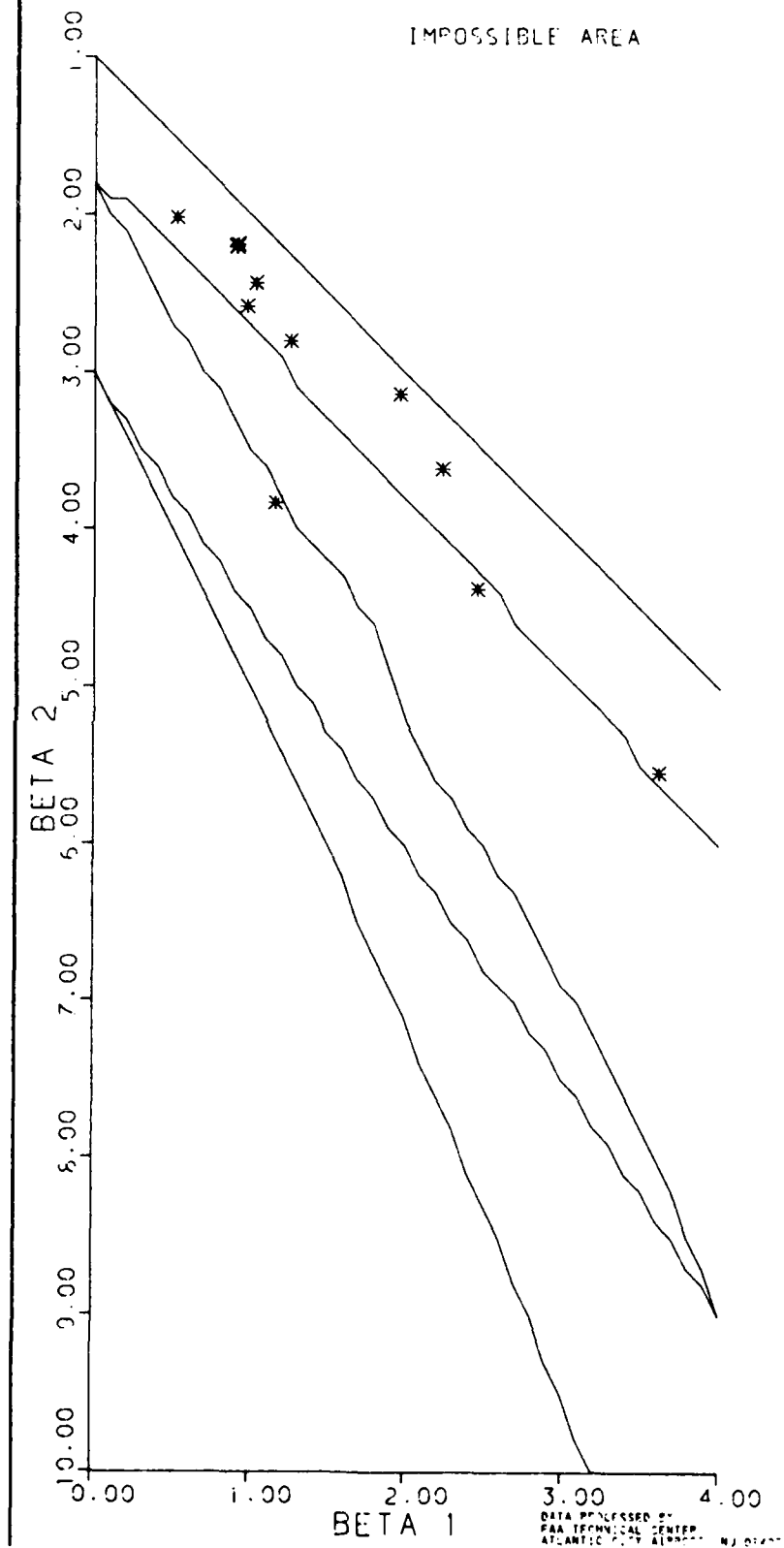




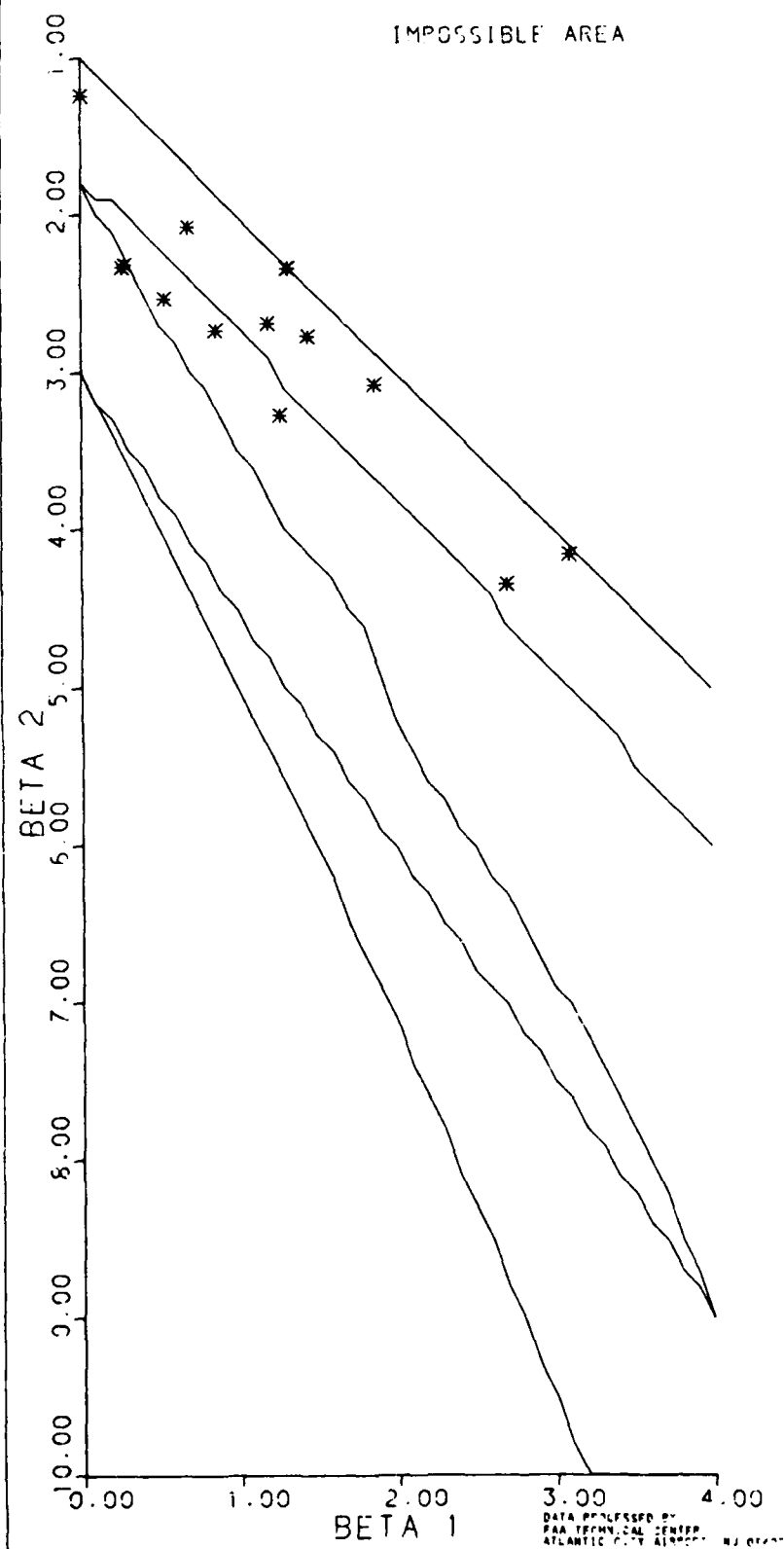
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 7.125 DEGREE CURVED DEPARTURES  
 ANGULAR POSITION (DEG)



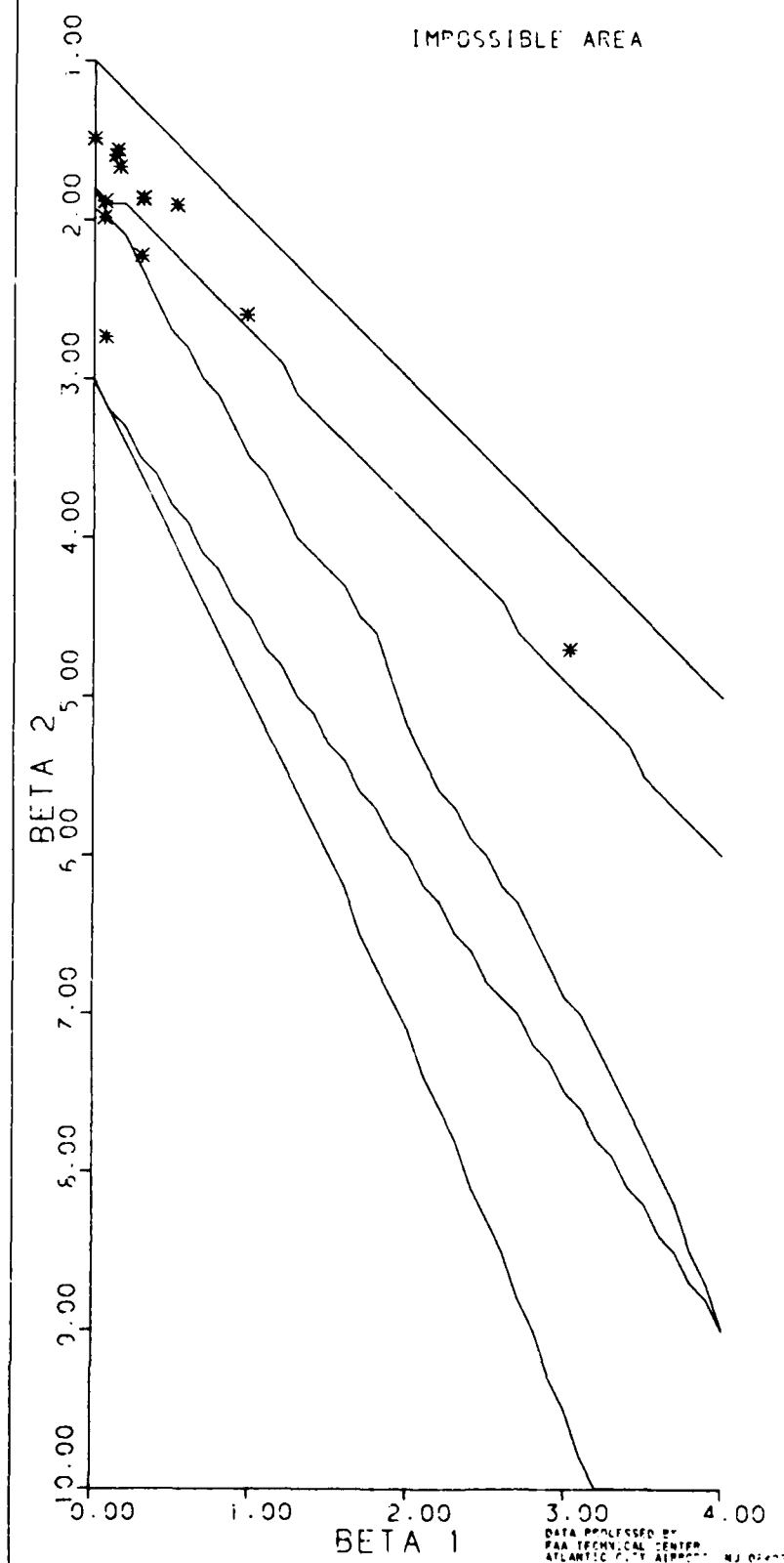
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE CURVED DEPARTURES  
 CROSSTRACK POSITION (FT)



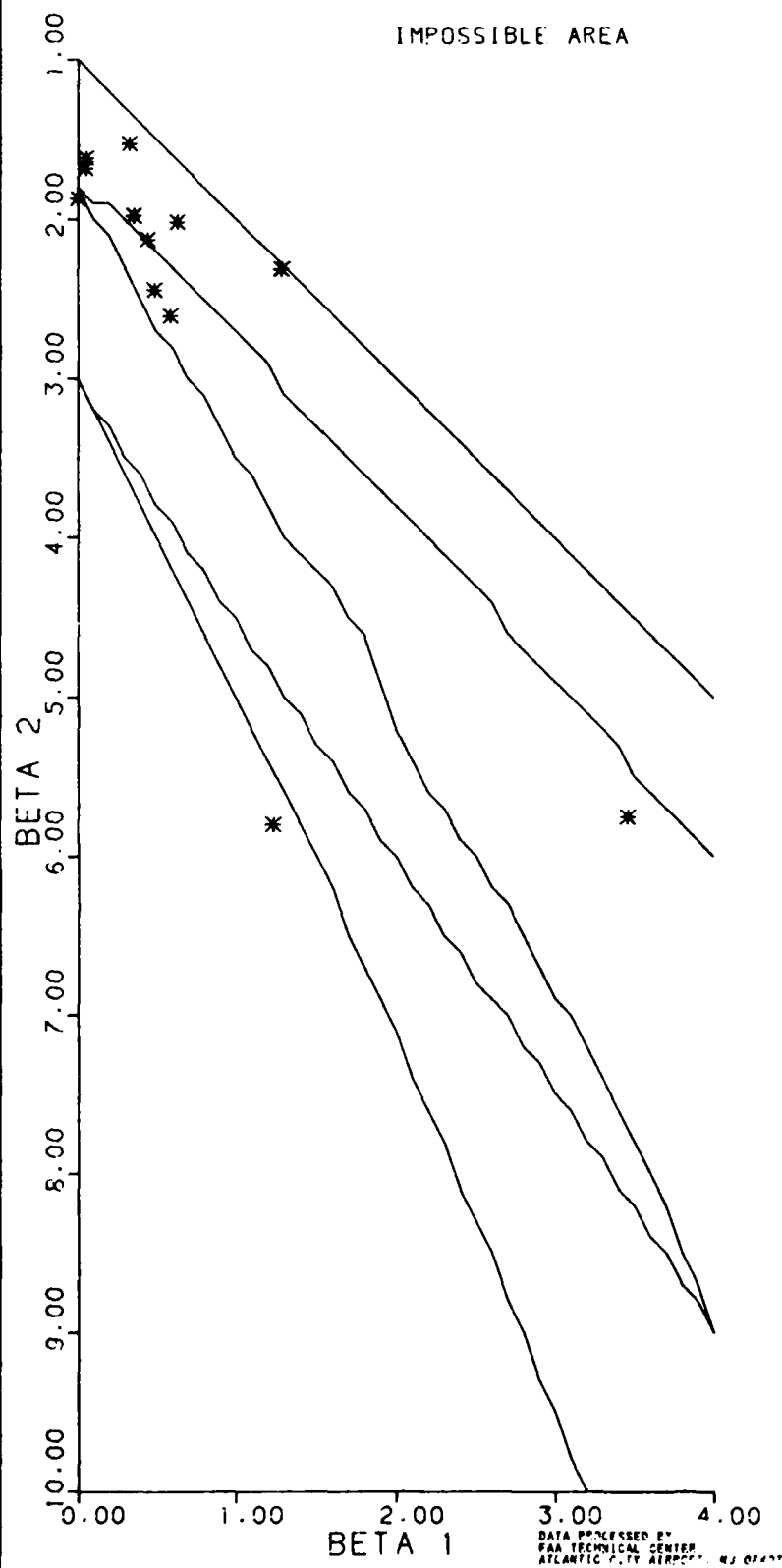
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE CURVED DEPARTURES  
 ALTITUDE (FT)



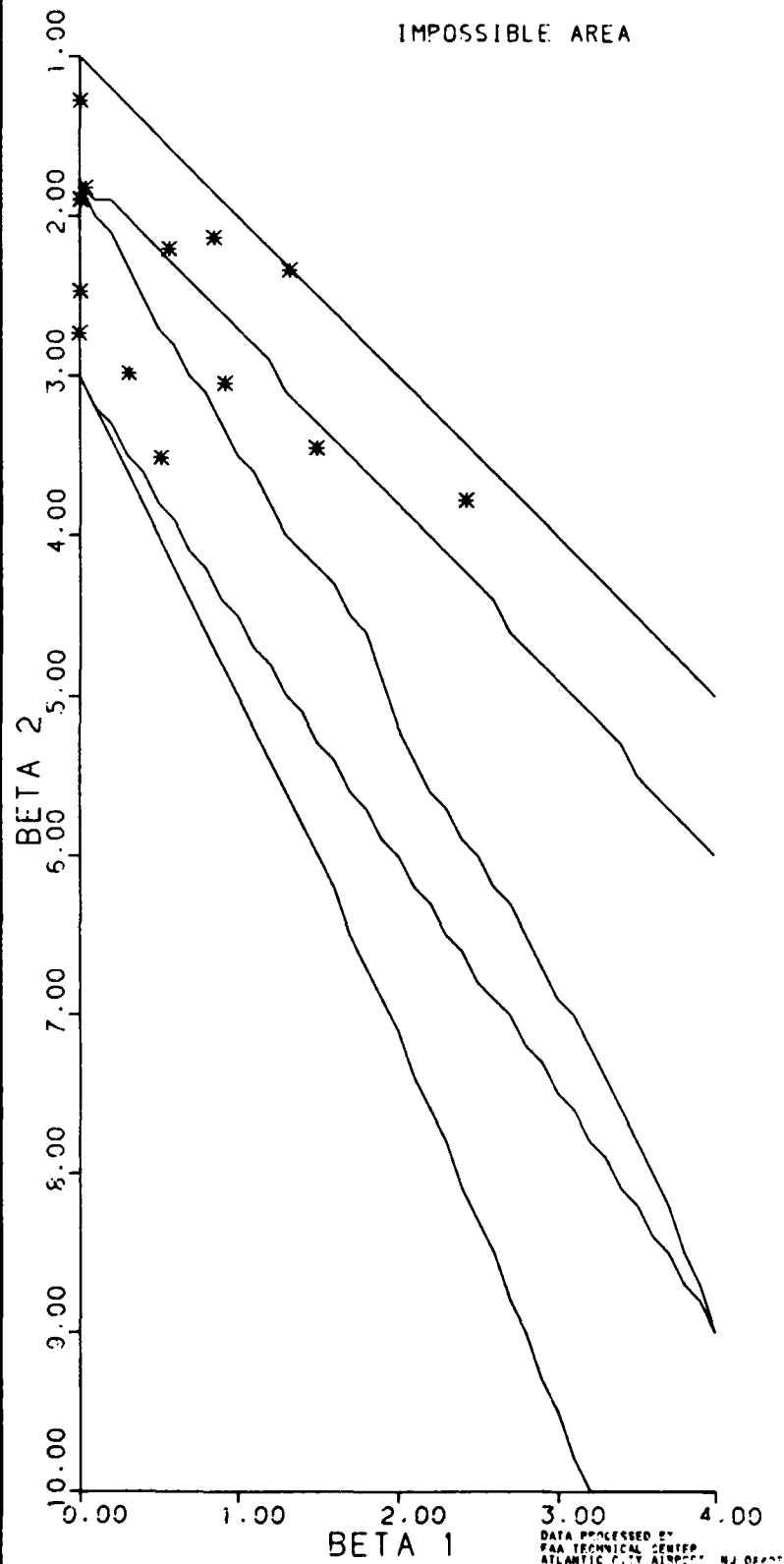
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE CURVED DEPARTURES  
 CROSSTRACK VELOCITY (FPM)



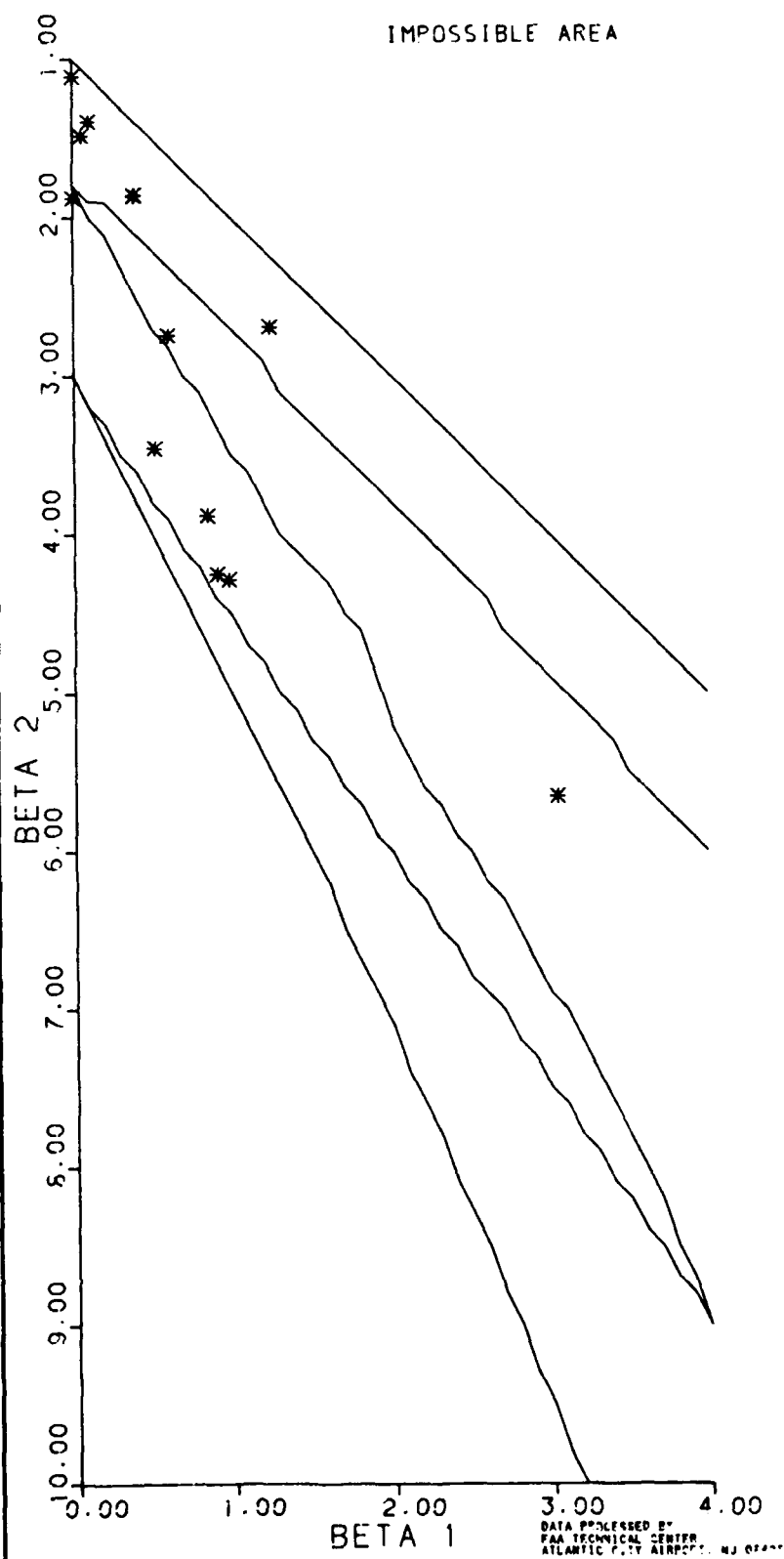
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE CURVED DEPARTURES  
 ALONGTRACK VELOCITY (FPM)



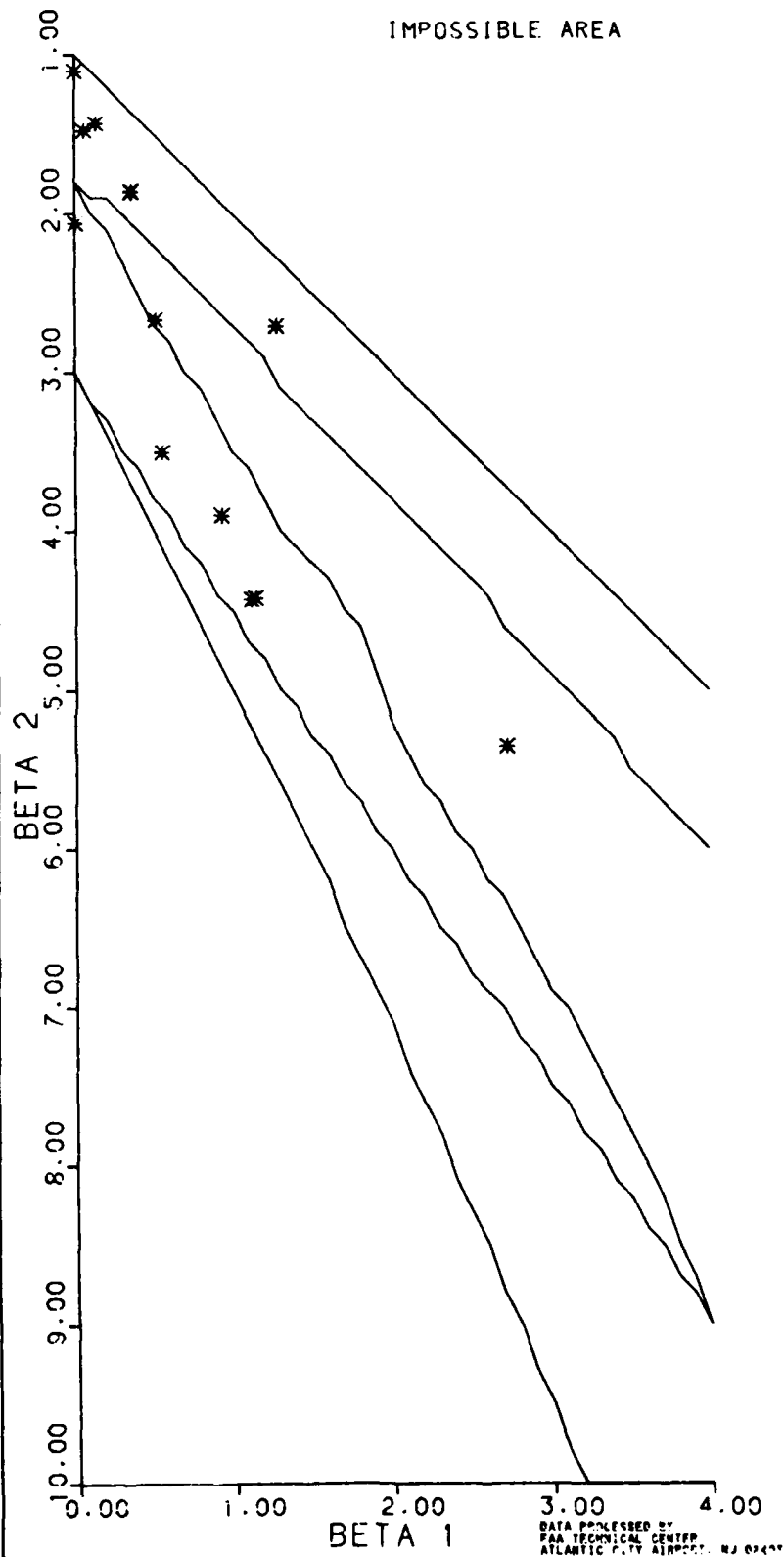
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE CURVED DEPARTURES  
 VERTICAL VELOCITY (FPM)



VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE CURVED DEPARTURES  
 GROUND SPEED (KNOTS)

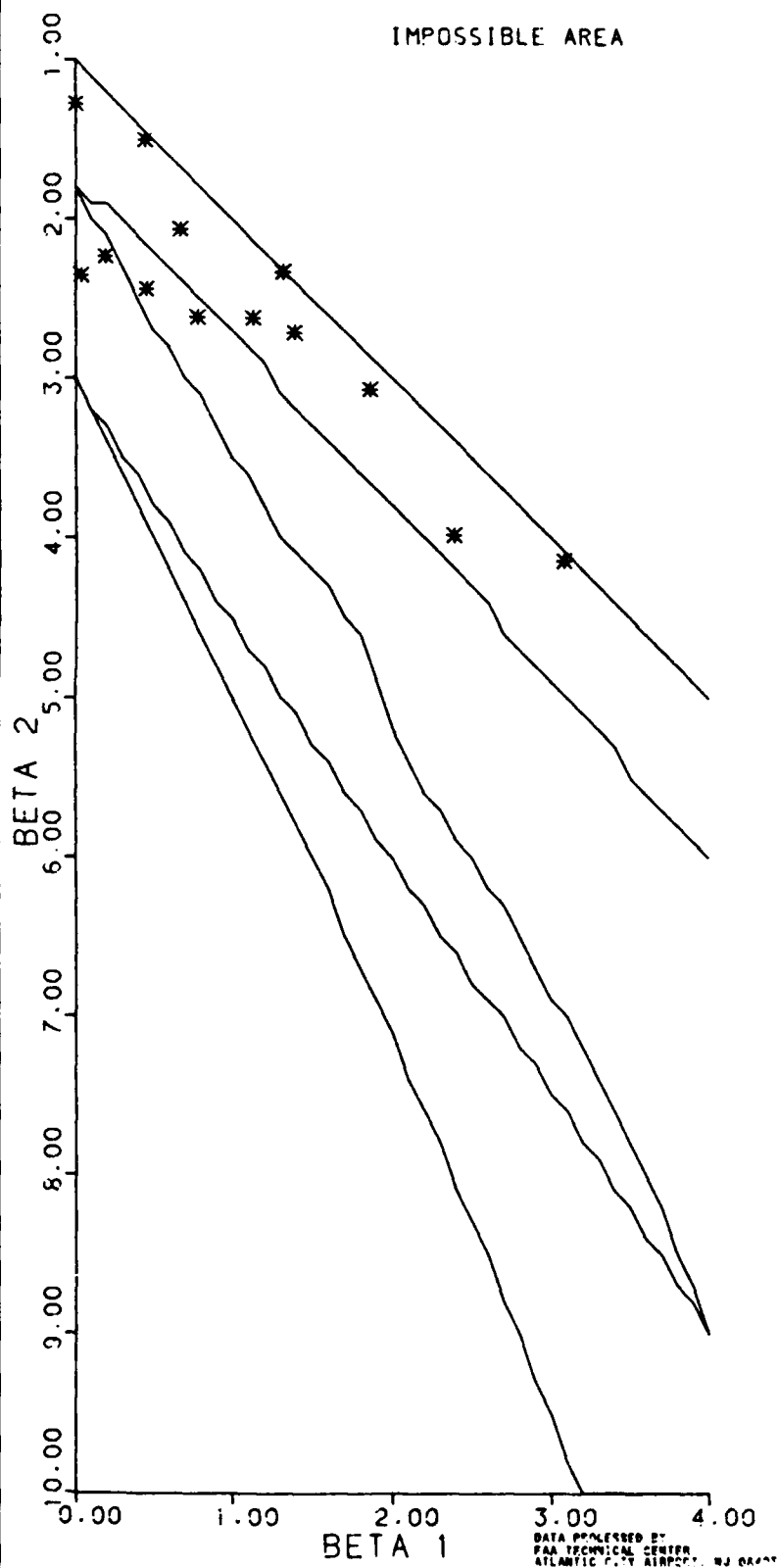


VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE CURVED DEPARTURES  
 ALONG PATH SPEED (KNOTS)

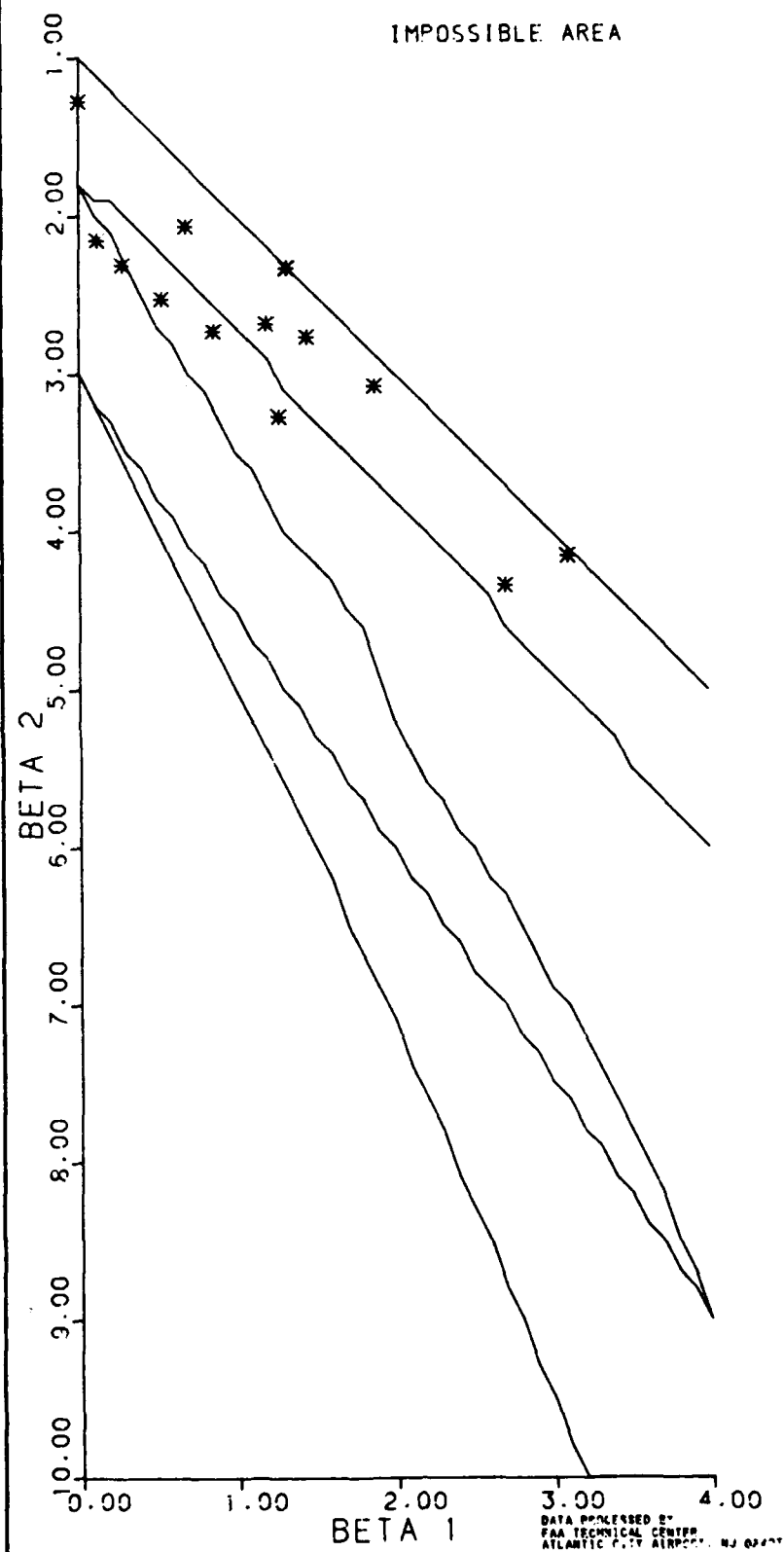




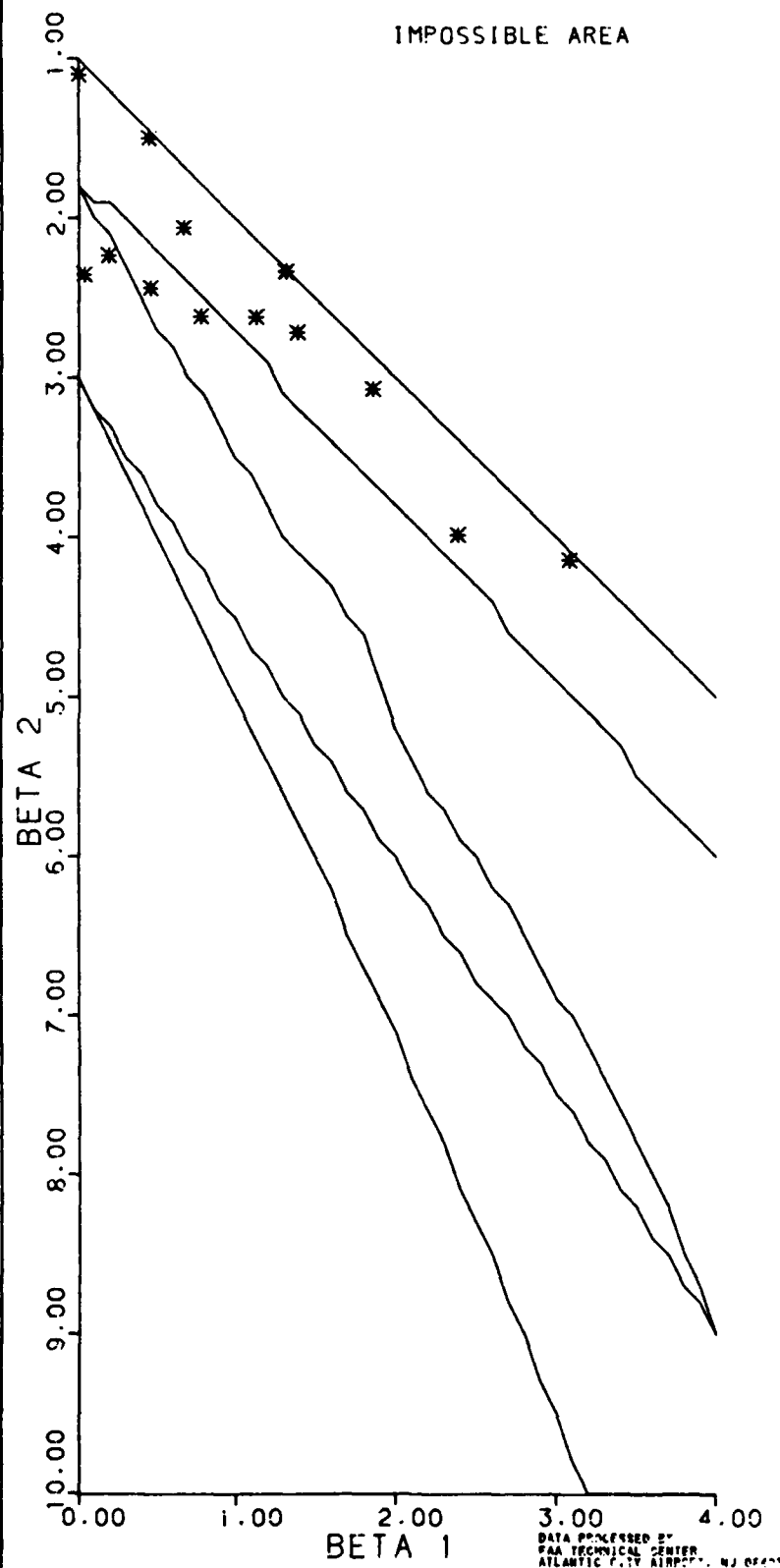
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE CURVED DEPARTURES  
 ANGULAR ERROR (DEG)



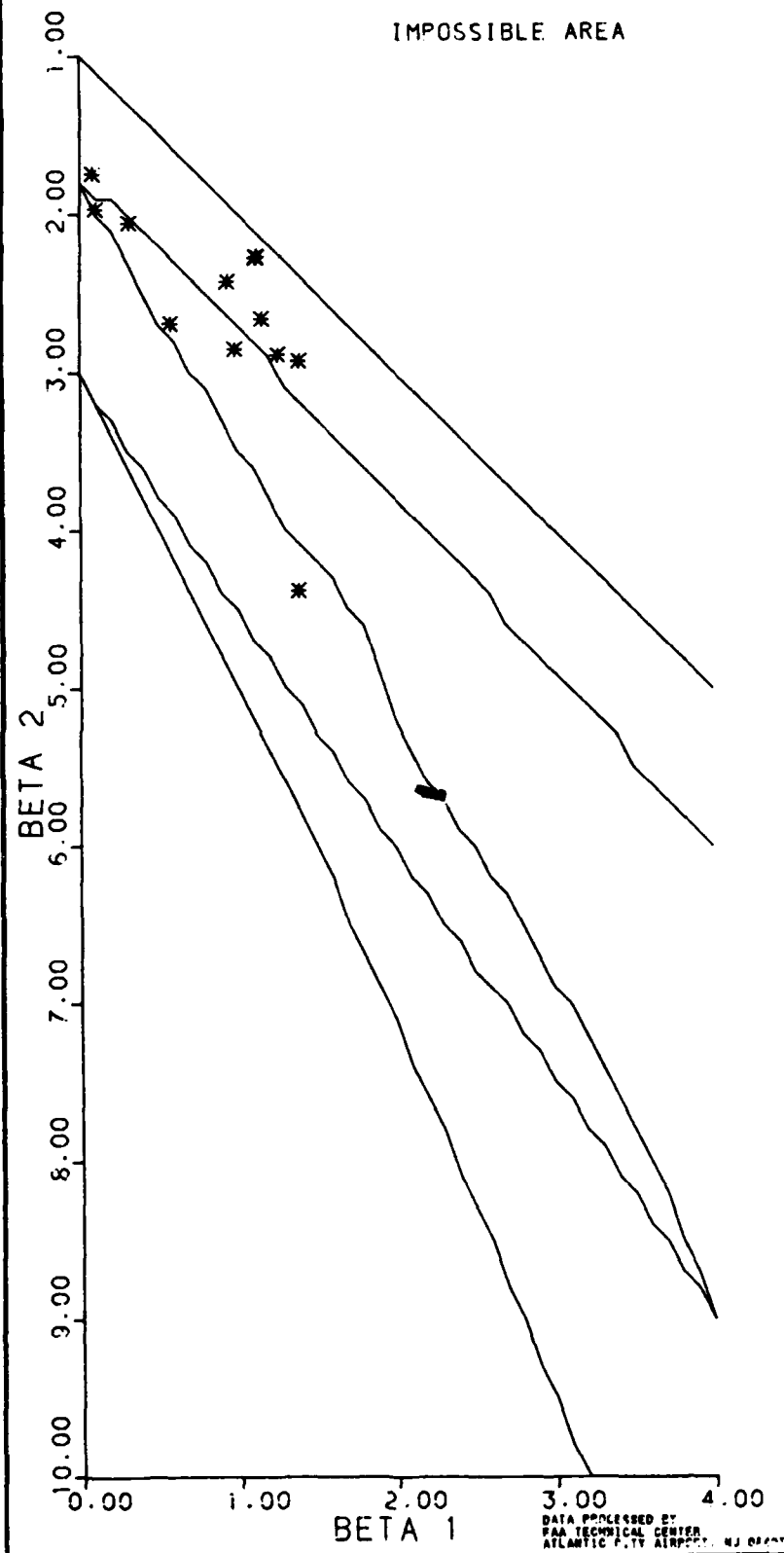
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE CURVED DEPARTURES  
 ALTITUDE ERROR (FT)



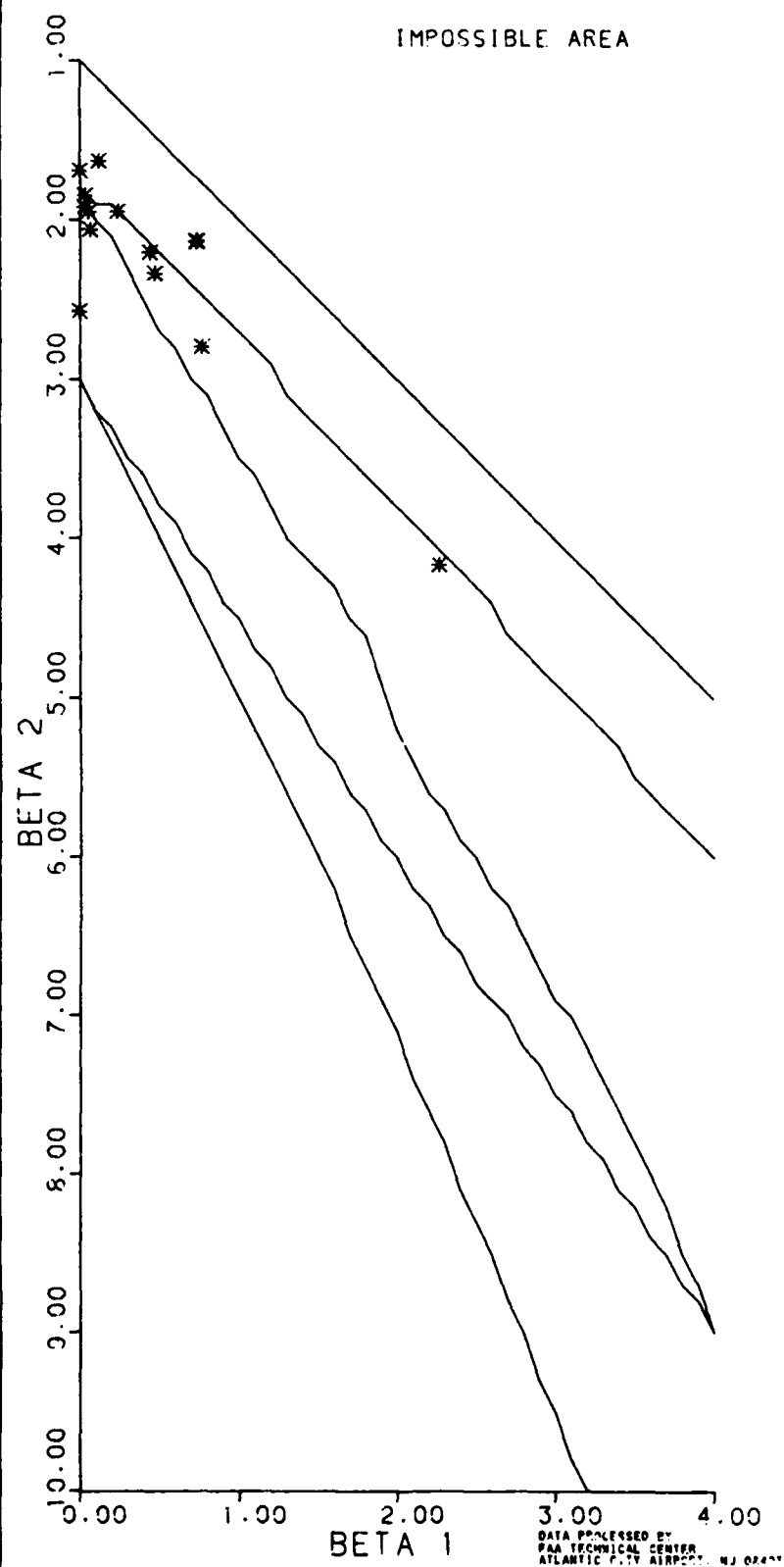
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 10.00 DEGREE CURVED DEPARTURES  
 ANGULAR POSITION (DEG)



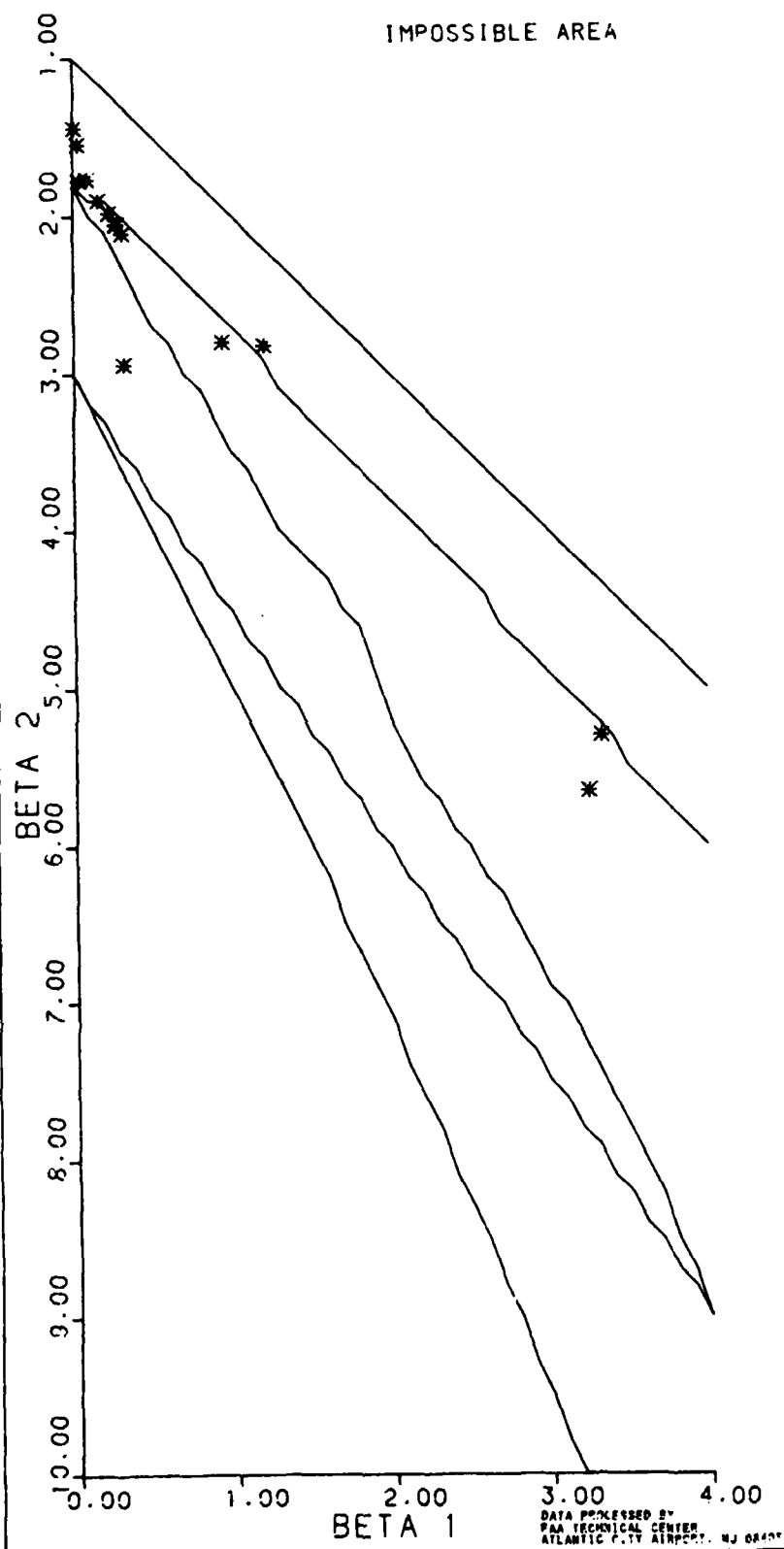
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 12.00 DEGREE CURVED DEPARTURES  
 CROSSTRACK POSITION (FT)



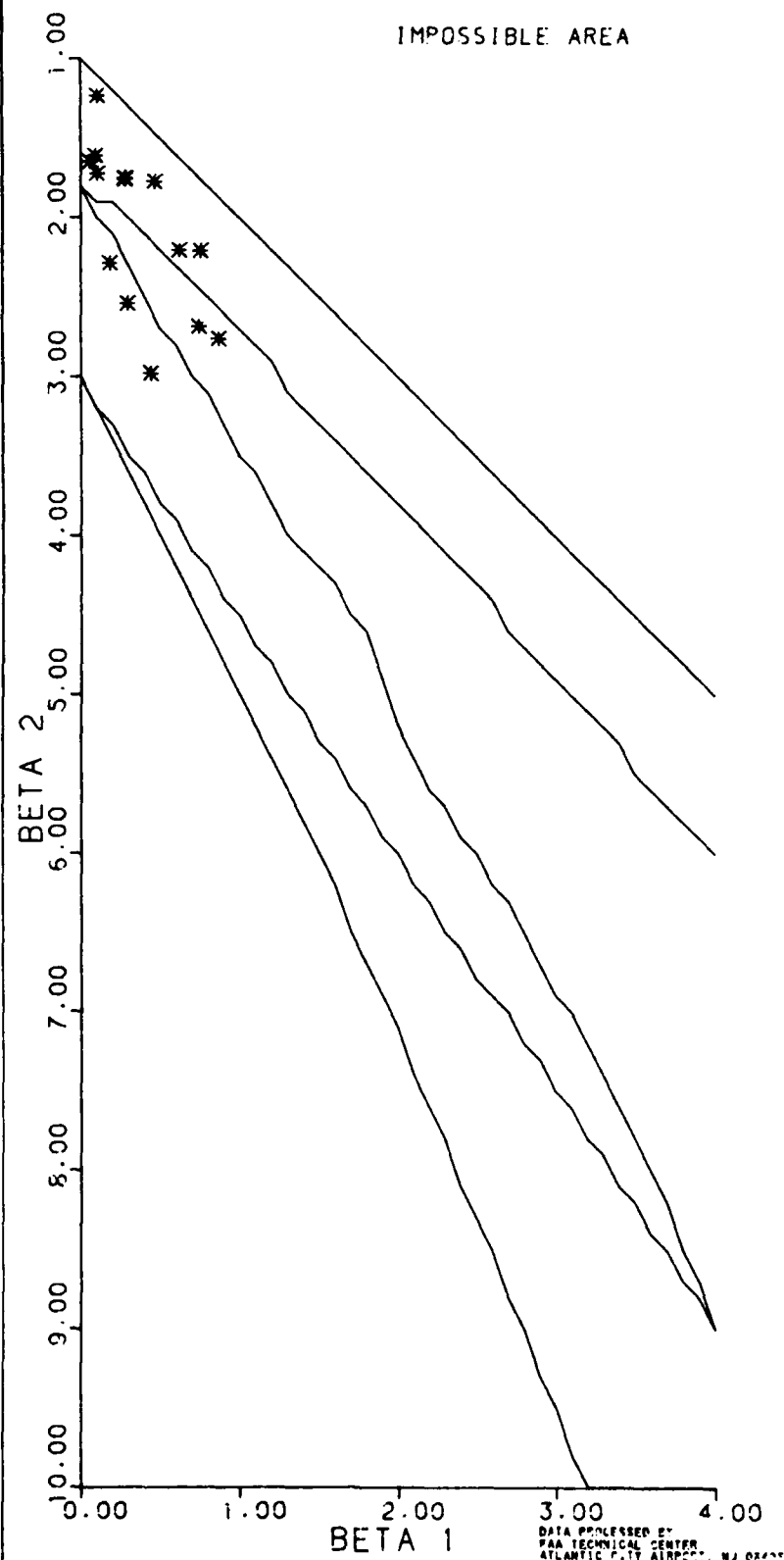
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 12.00 DEGREE CURVED DEPARTURES  
 ALTITUDE (FT)



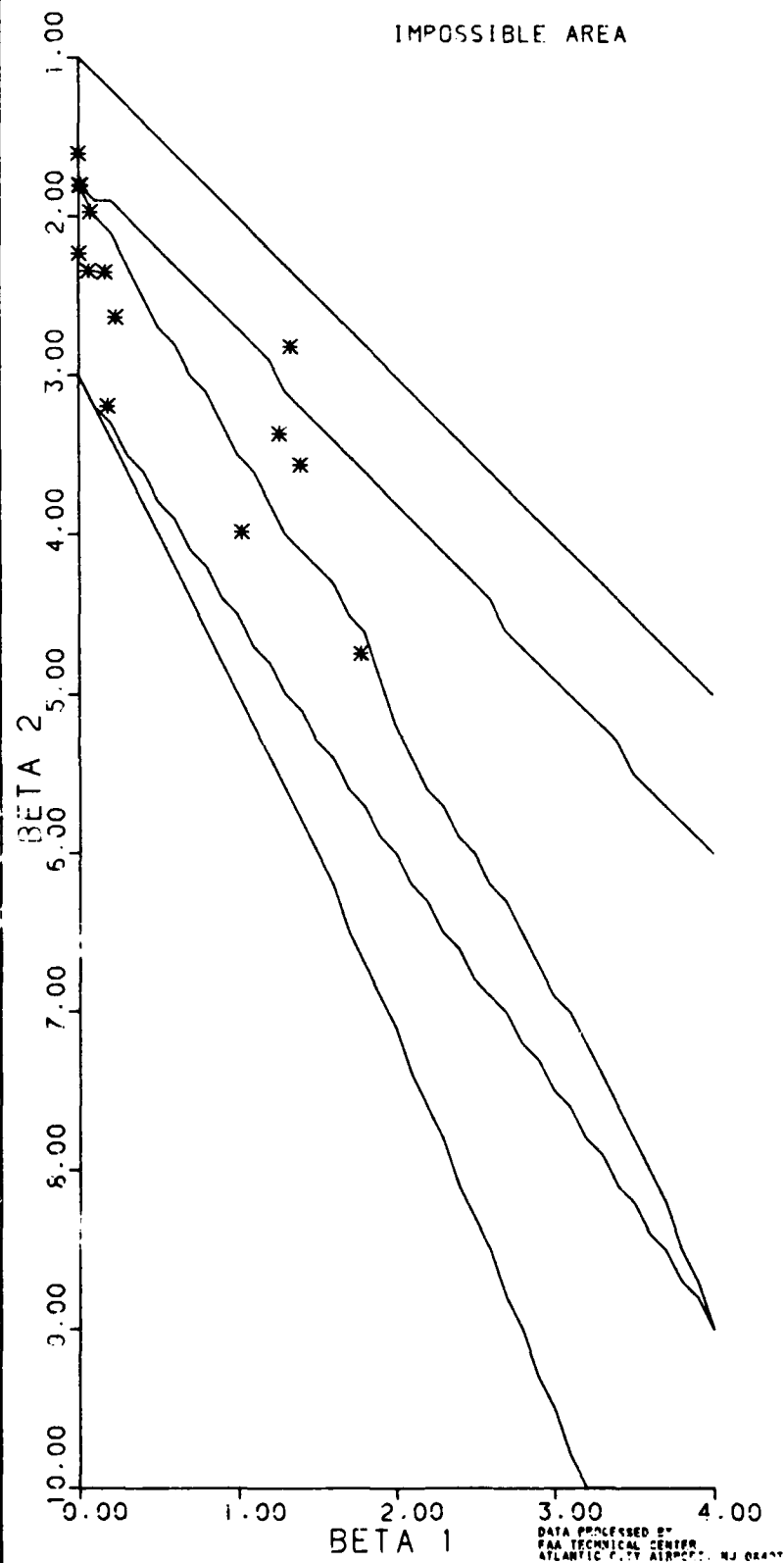
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 12.00 DEGREE CURVED DEPARTURES  
 CROSSTRACK VELOCITY (FPM)



VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 12.00 DEGREE CURVED DEPARTURES  
 ALONGTRACK VELOCITY (FPM)

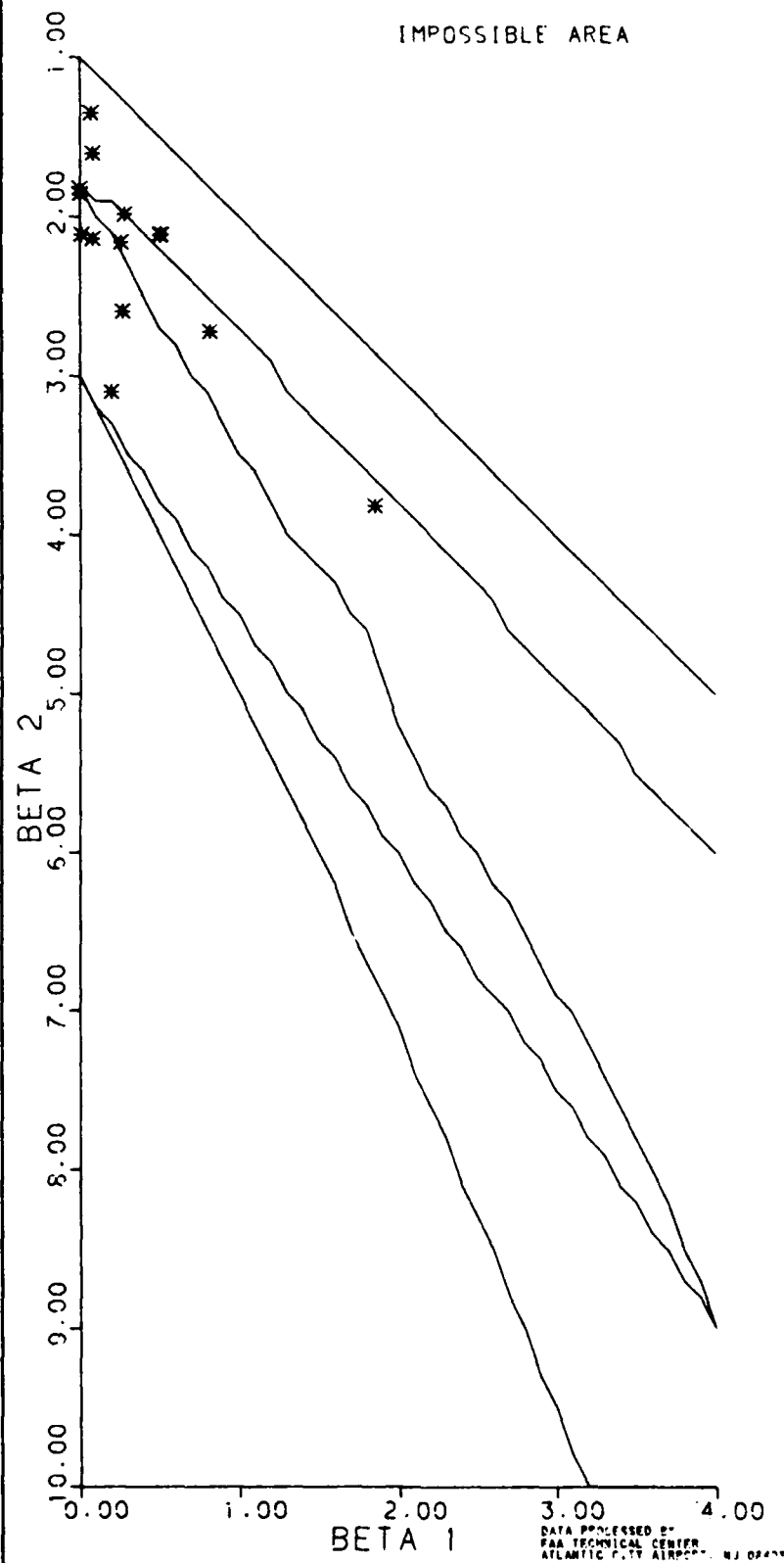


VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 12.00 DEGREE CURVED DEPARTURES  
 VERTICAL VELOCITY (FPM)

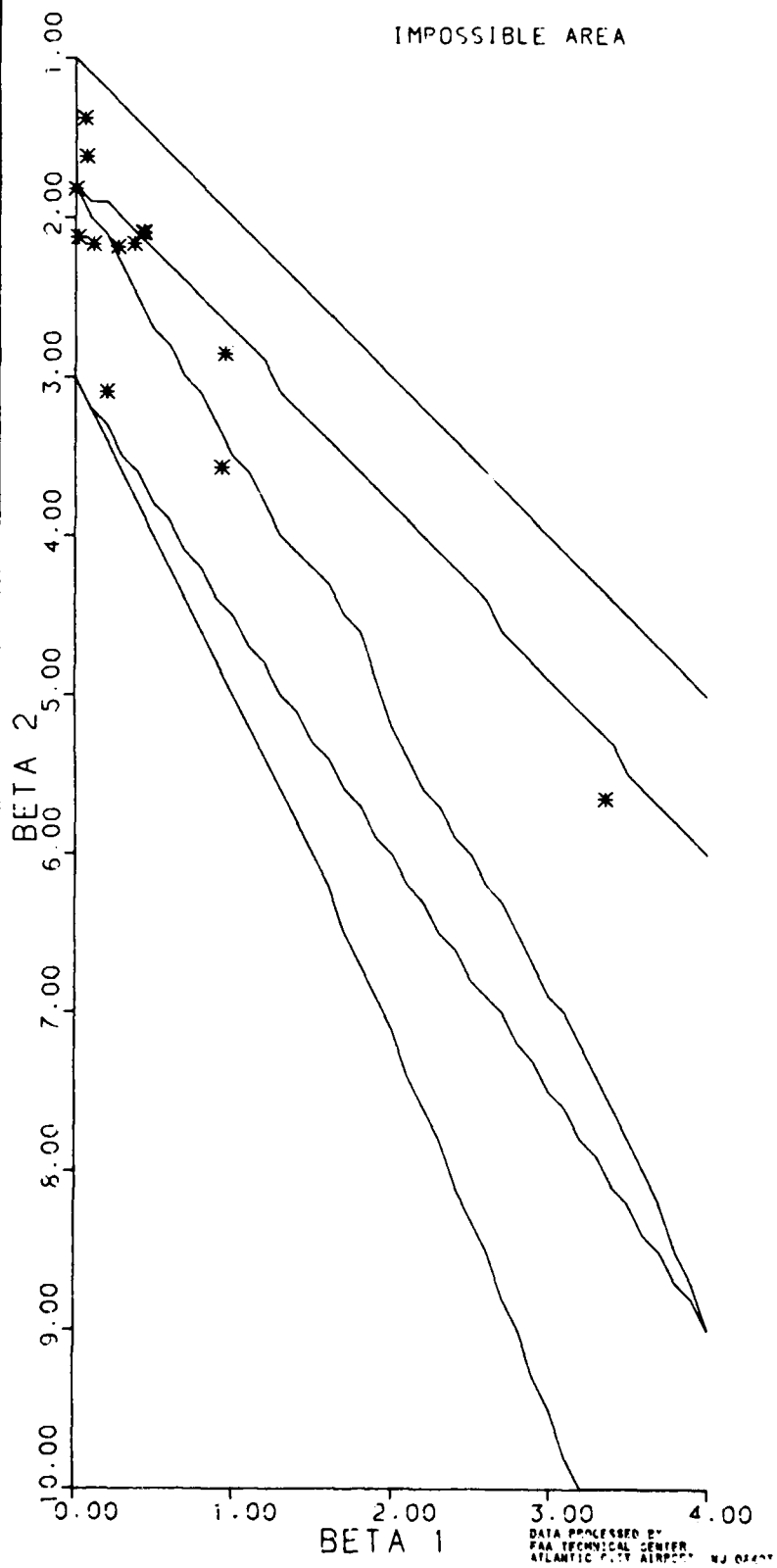




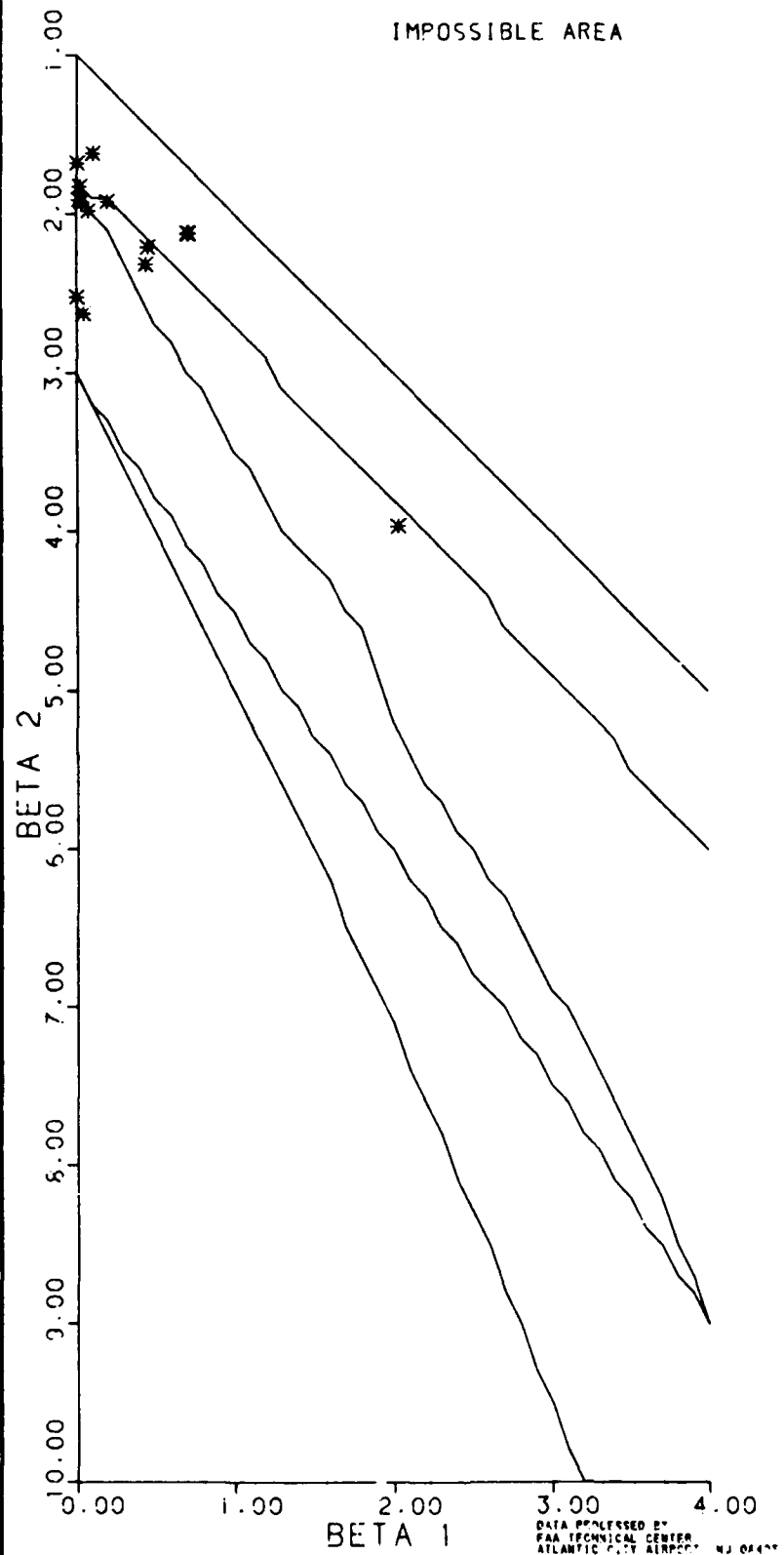
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
12.00 DEGREE CURVED DEPARTURES  
GROUNDSPEED (KNOTS)



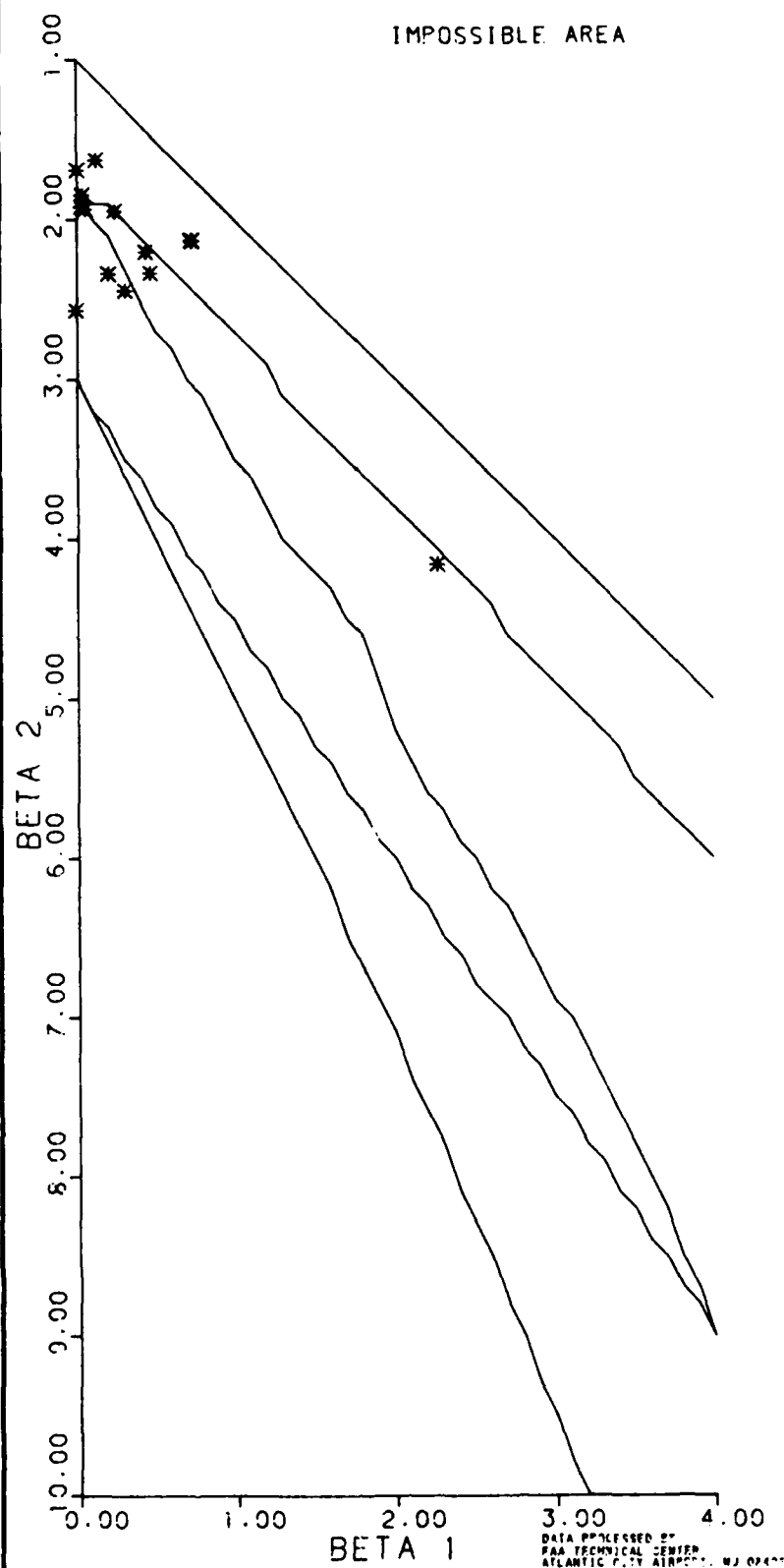
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 12.00 DEGREE CURVED DEPARTURES  
 ALONGPATH SPEED (KNOTS)



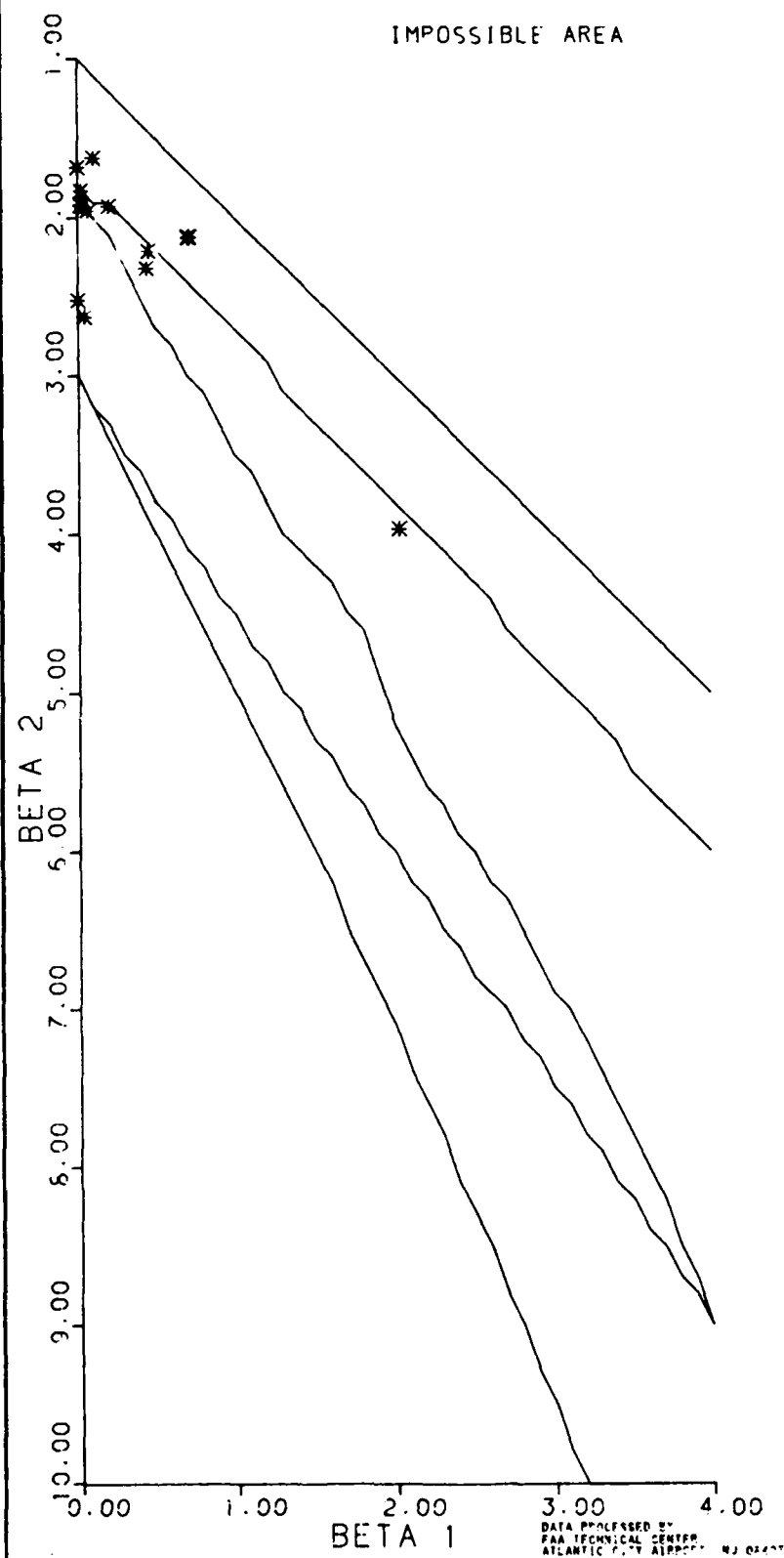
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 12.00 DEGREE CURVED DEPARTURES  
 ANGULAR ERROR (DEG)



VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 12.00 DEGREE CURVED DEPARTURES  
 ALTITUDE ERROR (FT)



VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
 12.00 DEGREE CURVED DEPARTURES  
 ANGULAR POSITION (DEG)



APPENDIX B

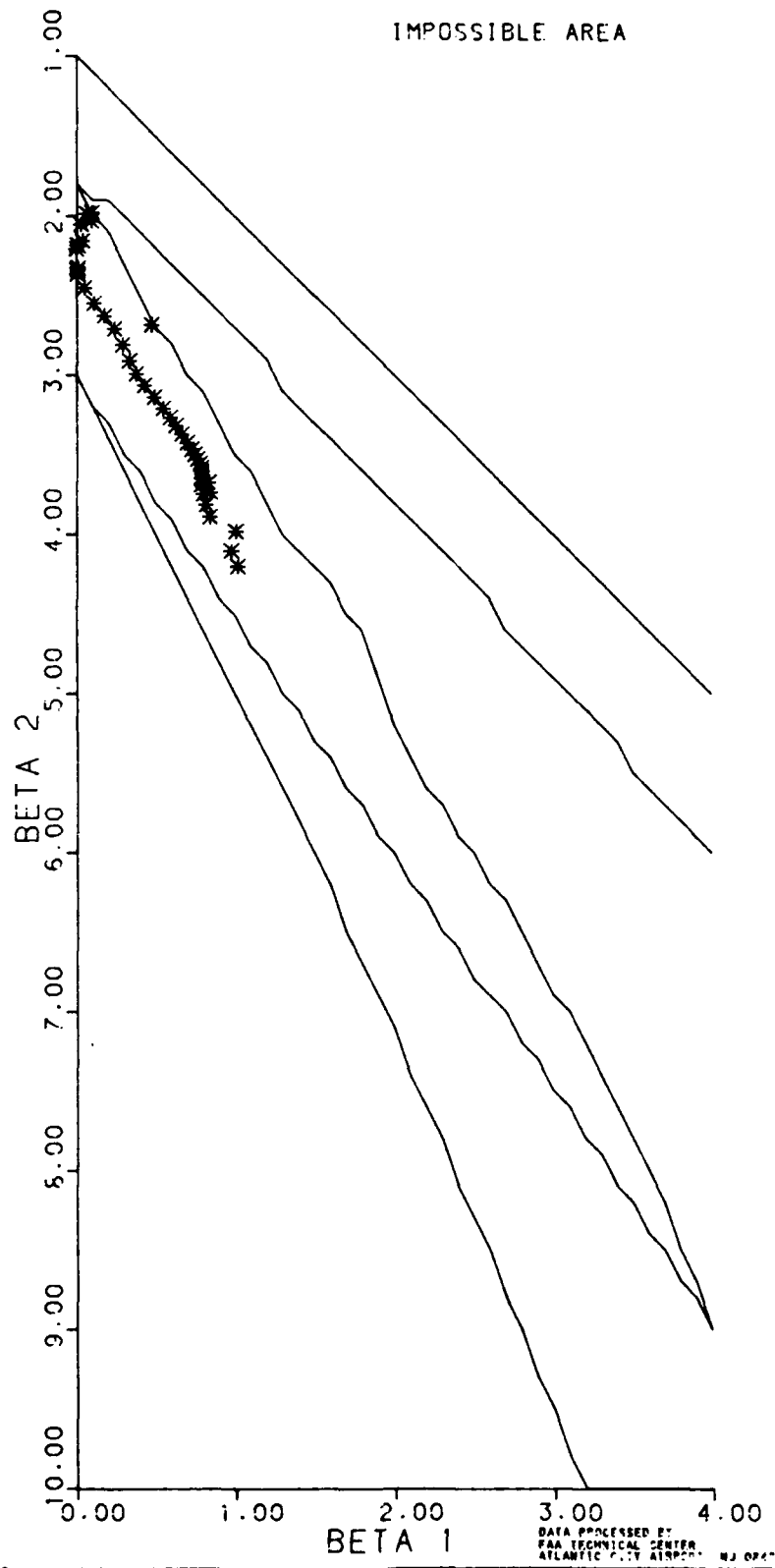
PEARSON PRODUCT MOMENT PLOTS FOR S-76 DATA

The plots presented in this appendix are arranged in a specific order. To make it easier to find a particular plot the order of the plots are explained here.

There are four major divisions of the plots (in order of presentation): straight- in approaches, curved approaches, straight-out departures, and curved departures. There are three first line subdivisions in each of the major divisions. For approaches they are:  $7.125^{\circ}$ ,  $8.00^{\circ}$ , and  $10.00^{\circ}$  approaches. For departures they are:  $7.125^{\circ}$ ,  $10.00^{\circ}$ , and  $12.00^{\circ}$  departures.

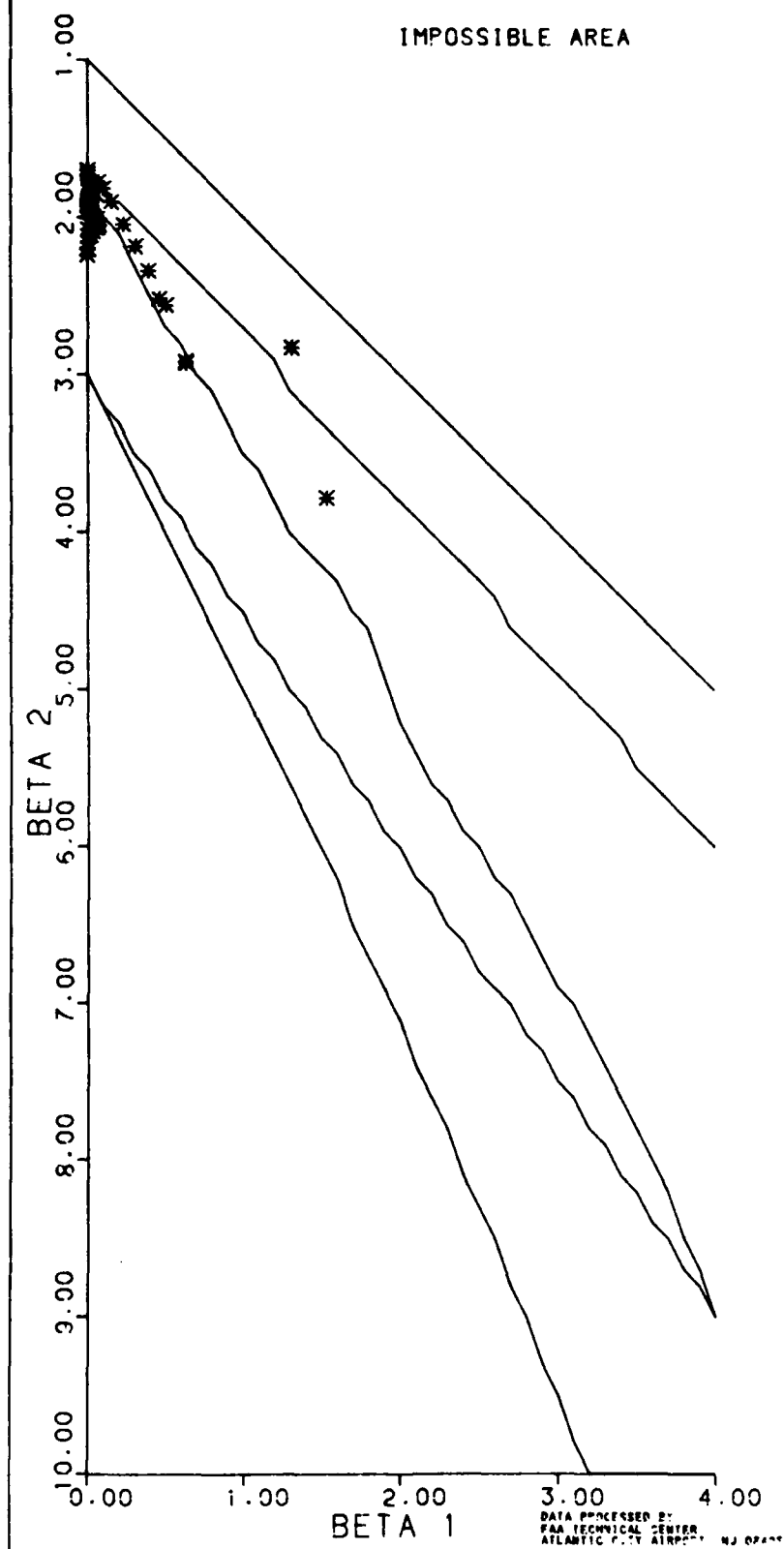
There are ten second line subdivisions in each first line division. The subdivisions for all first line subdivisions are: crosstrack position (ft), altitude (ft), crosstrack velocity (fpm), along-track velocity (fpm), vertical velocity (fpm), groundspeed (kts), along path speed (kts), angular error (deg), altitude error (ft), and angular position (deg).

VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK POSITION (FT)

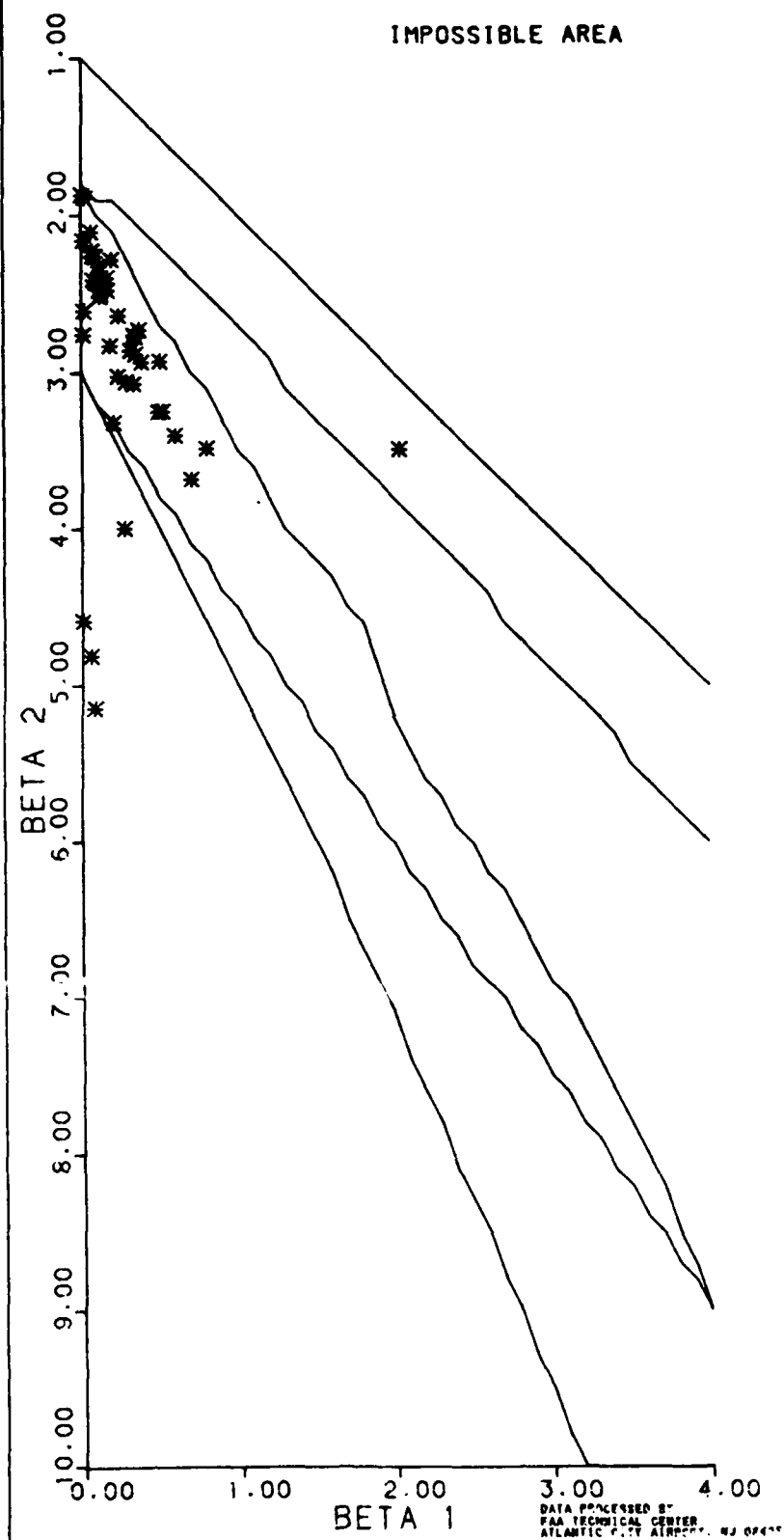




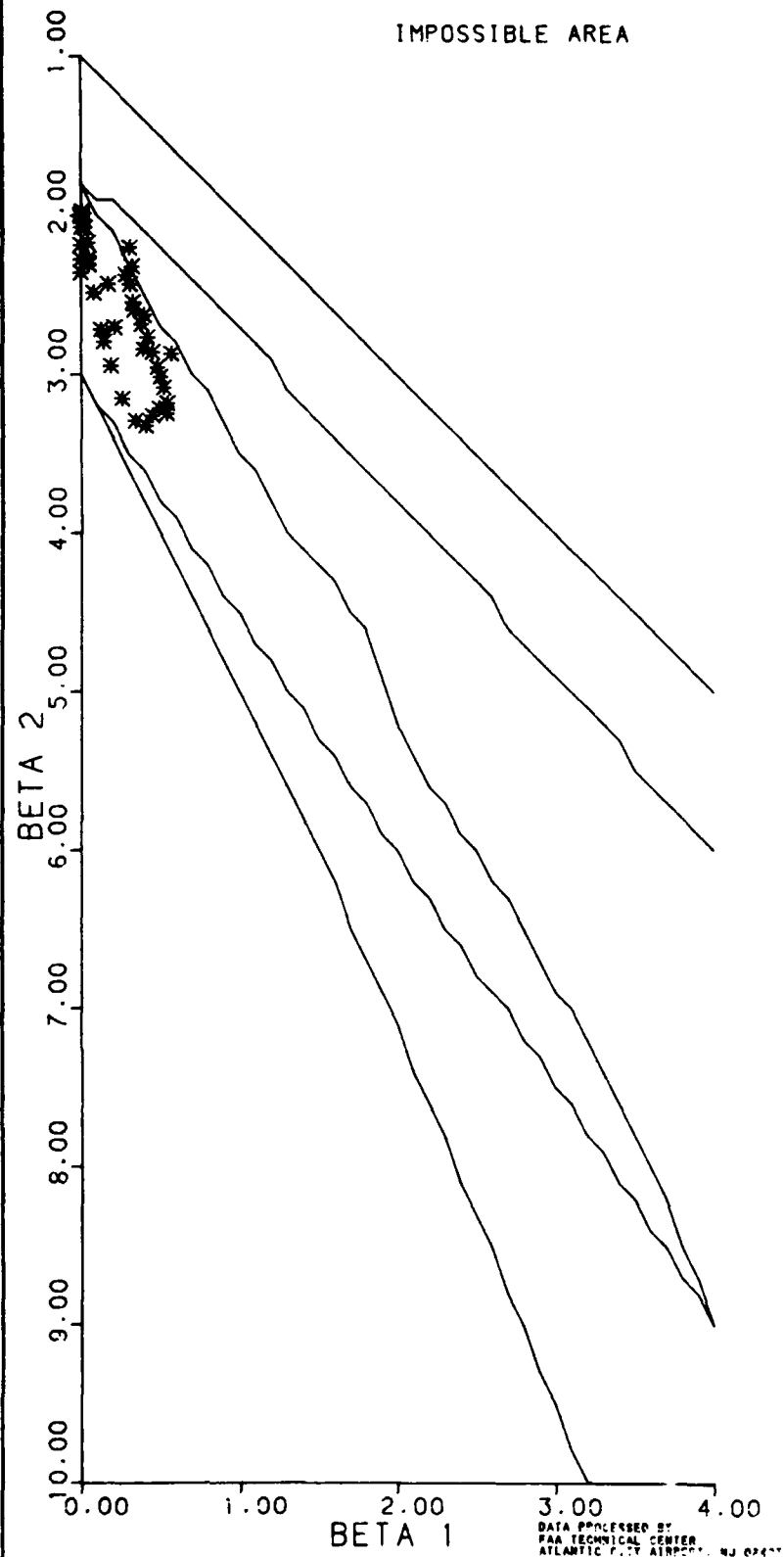
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE (FT)



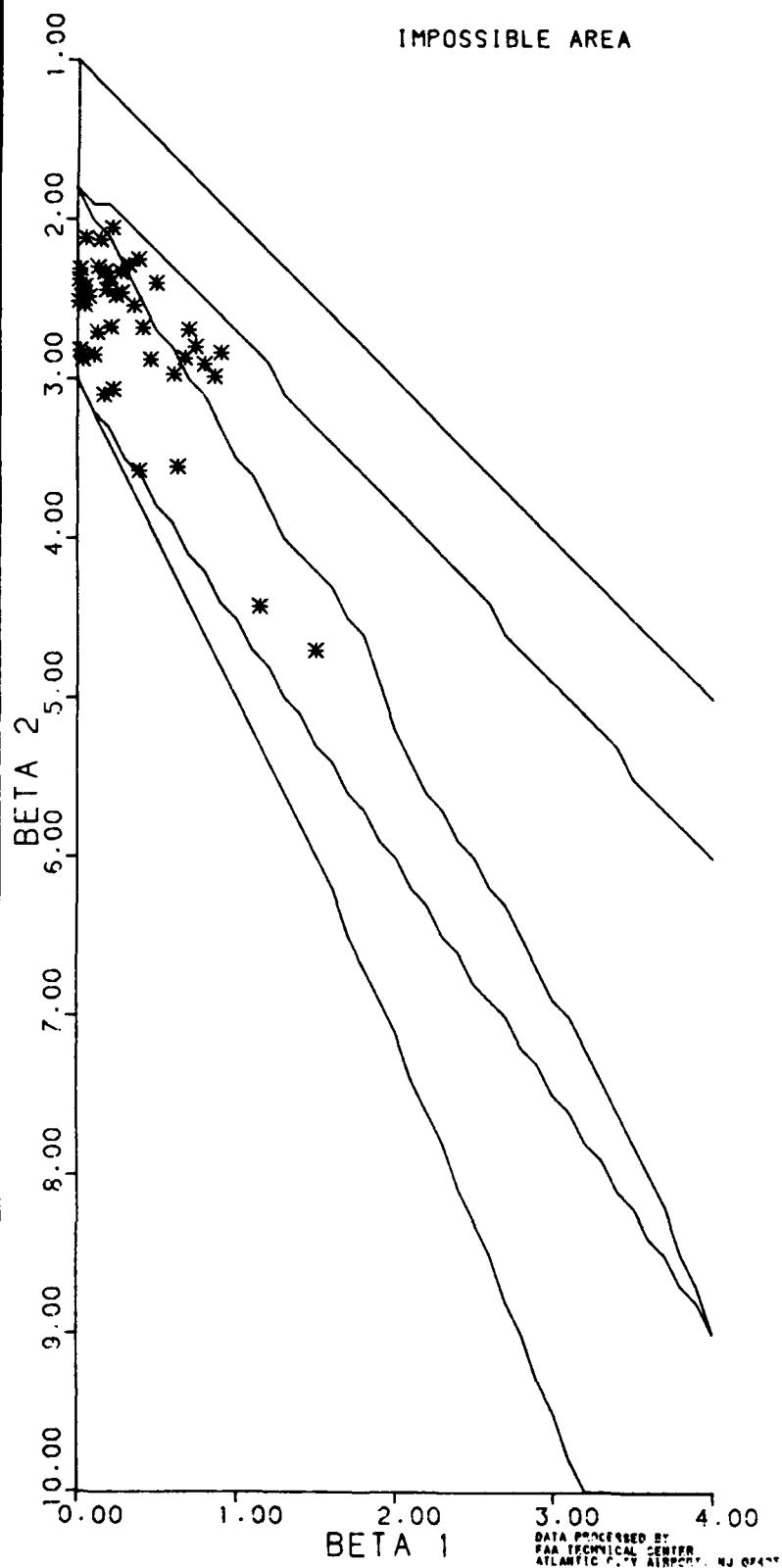
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK VELOCITY (FPM)



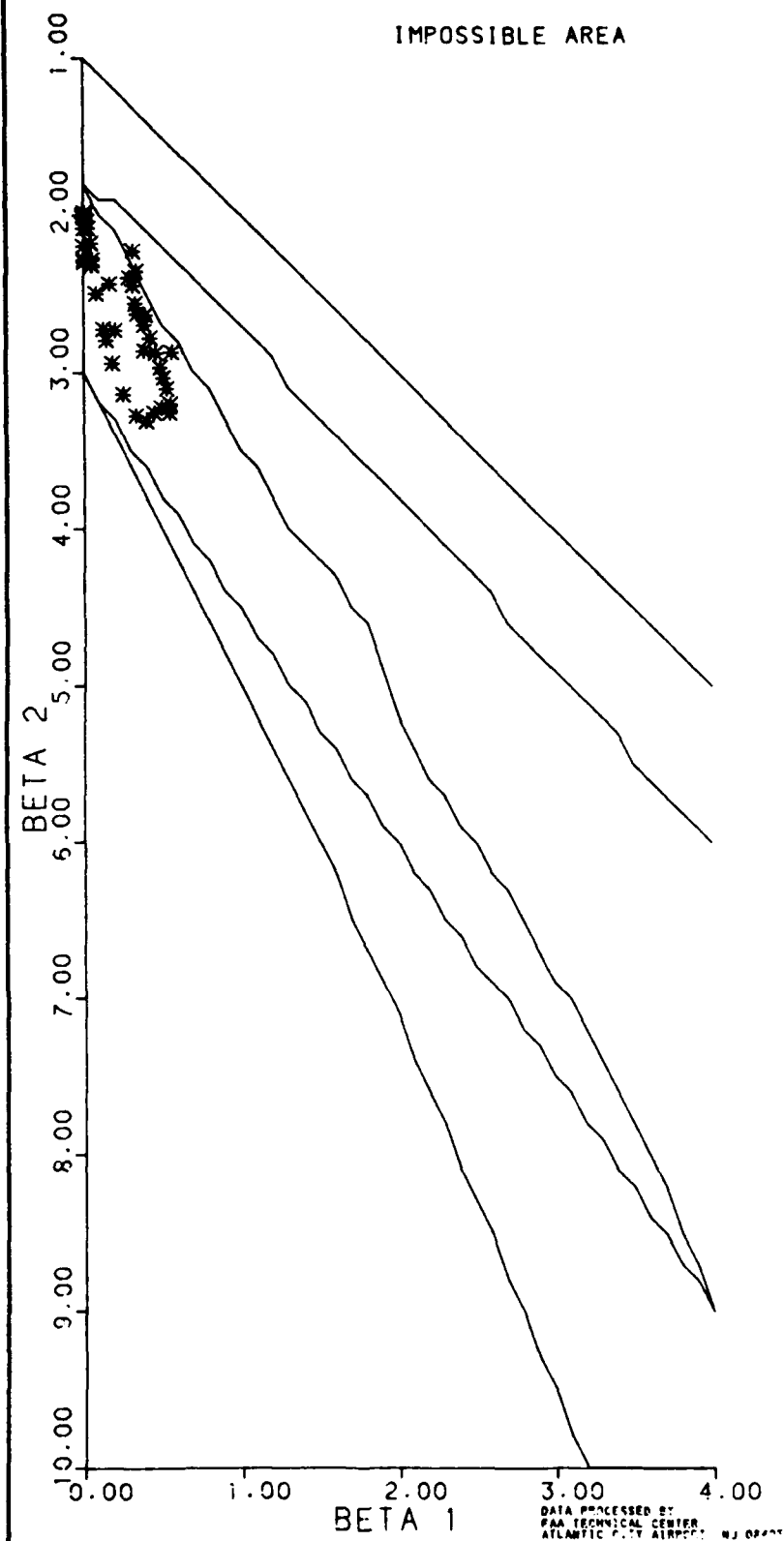
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
7.125 DEGREE STRAIGHT IN APPROACHES  
ALONGTRACK VELOCITY (FPM)



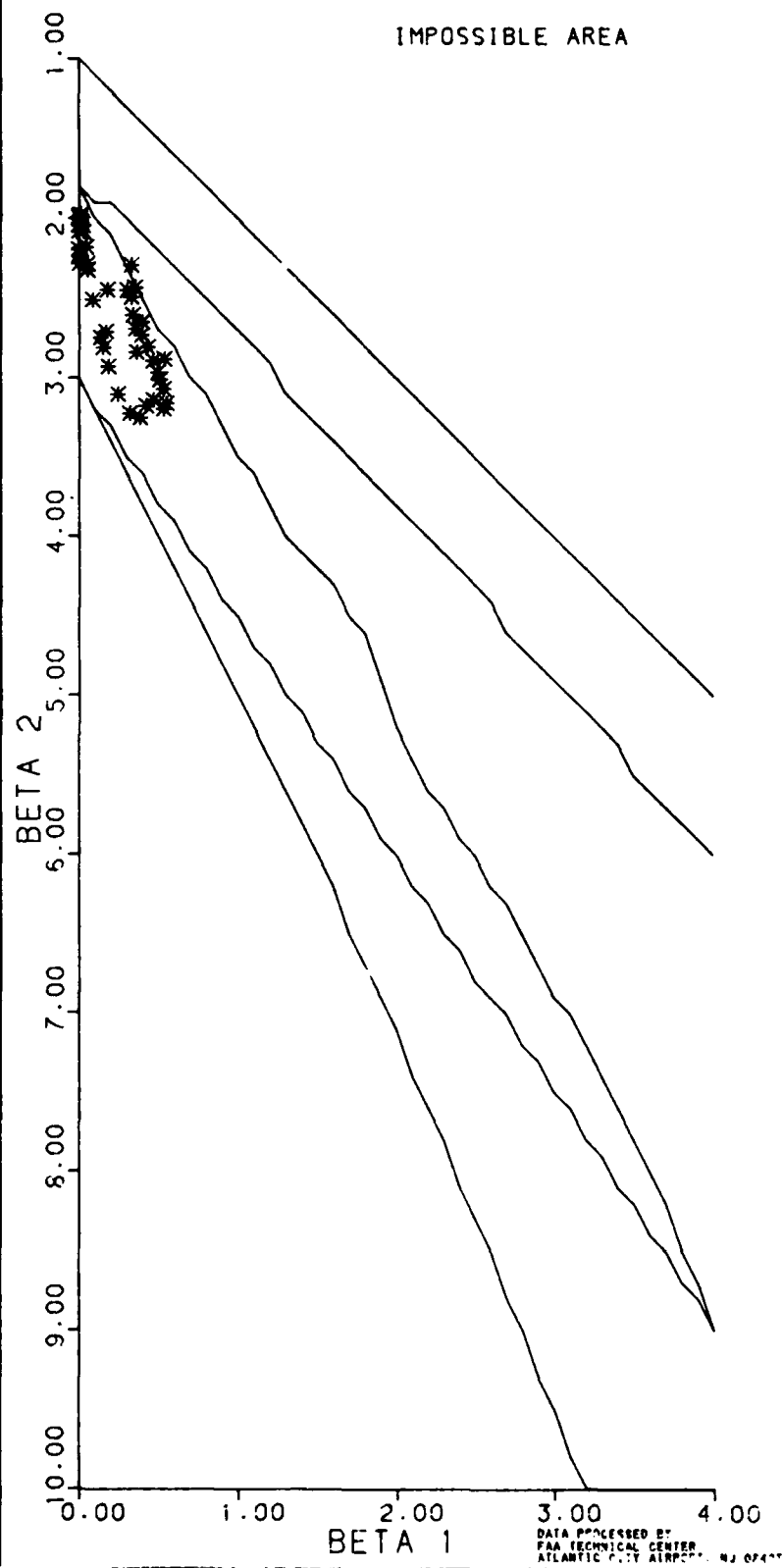
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 VERTICAL VELOCITY (FPM)



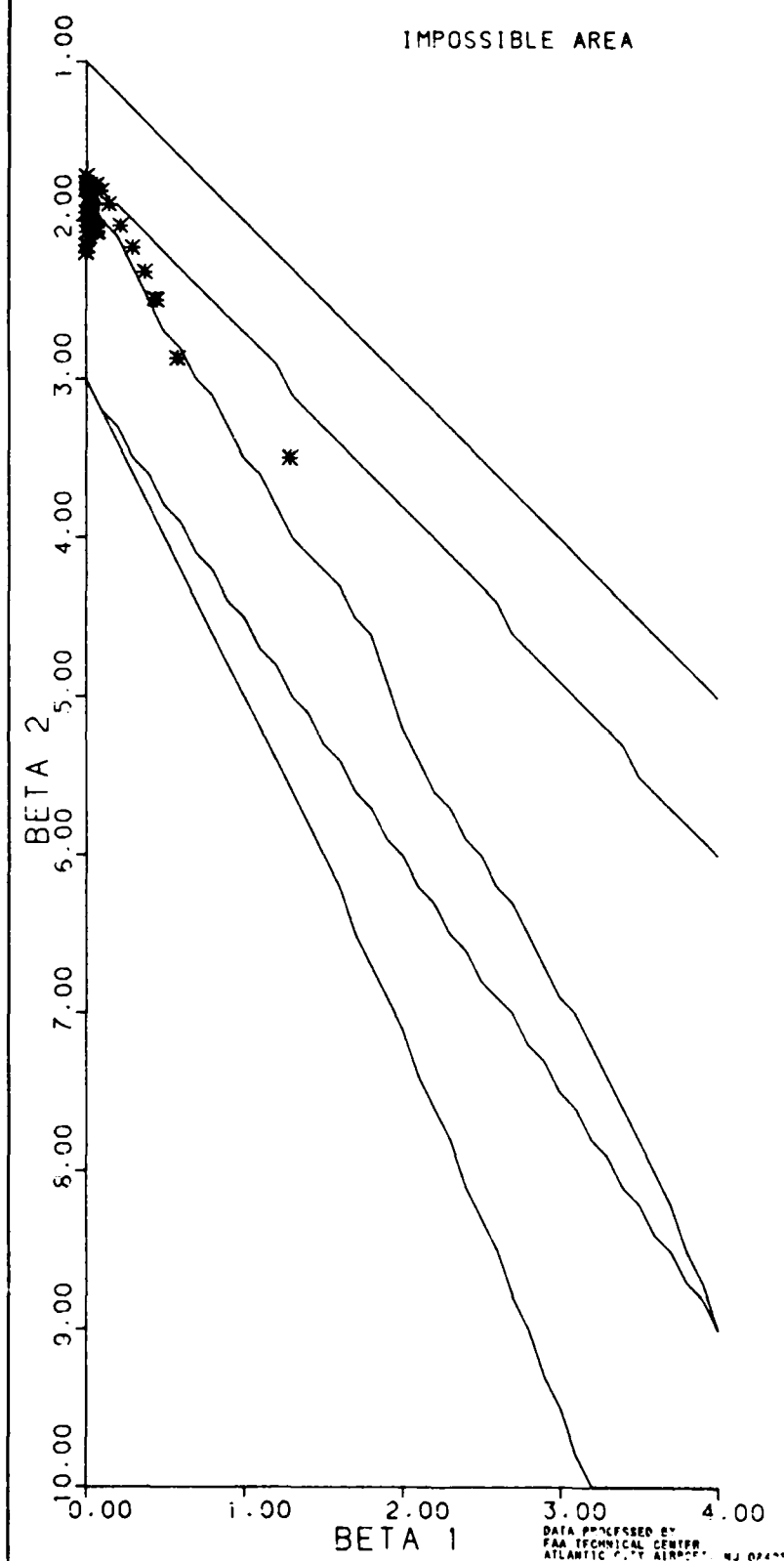
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 GROUND SPEED (KNOTS)



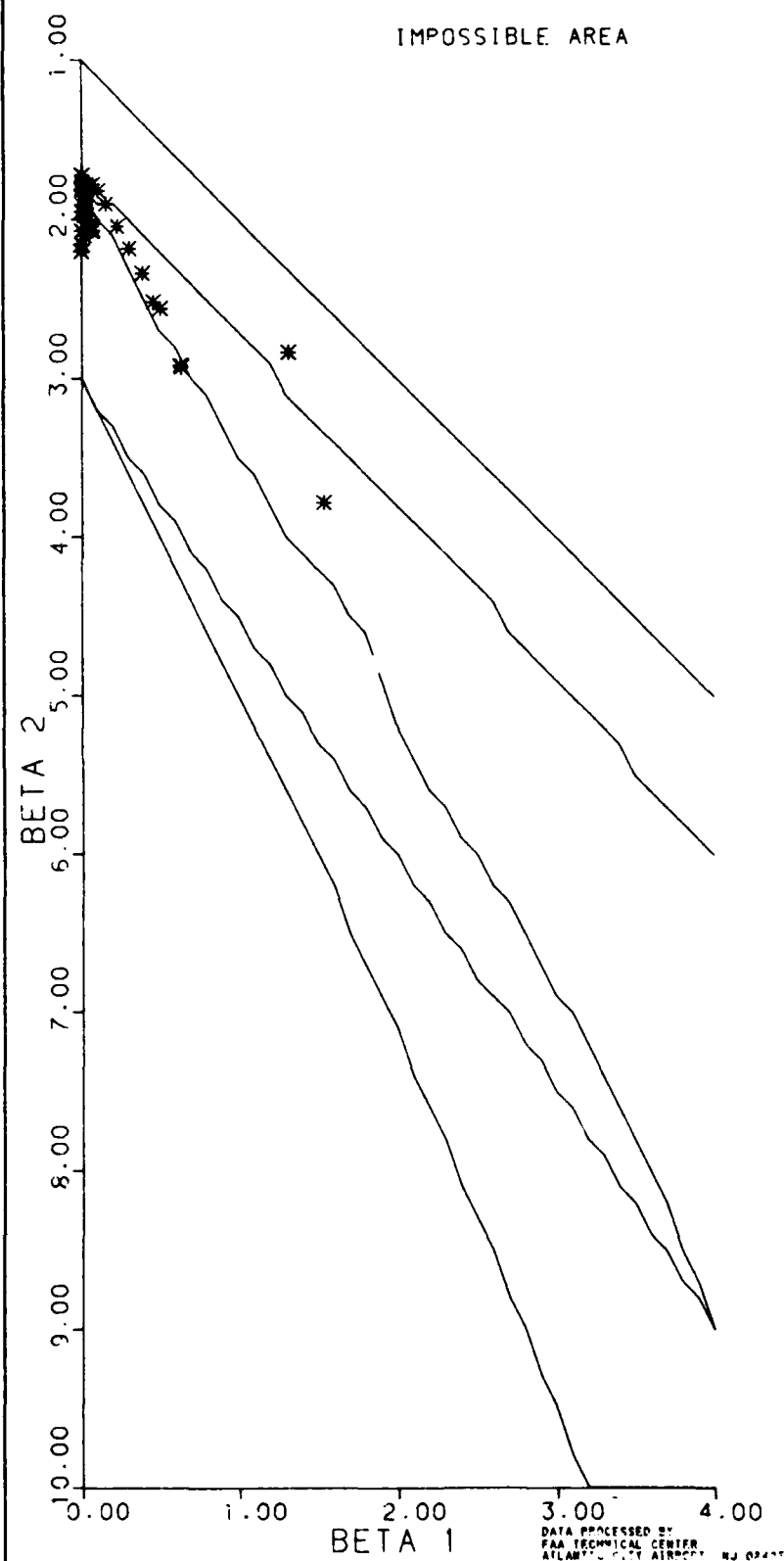
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 ALONGPATH SPEED (KNOTS)



VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR ERROR (DEG)

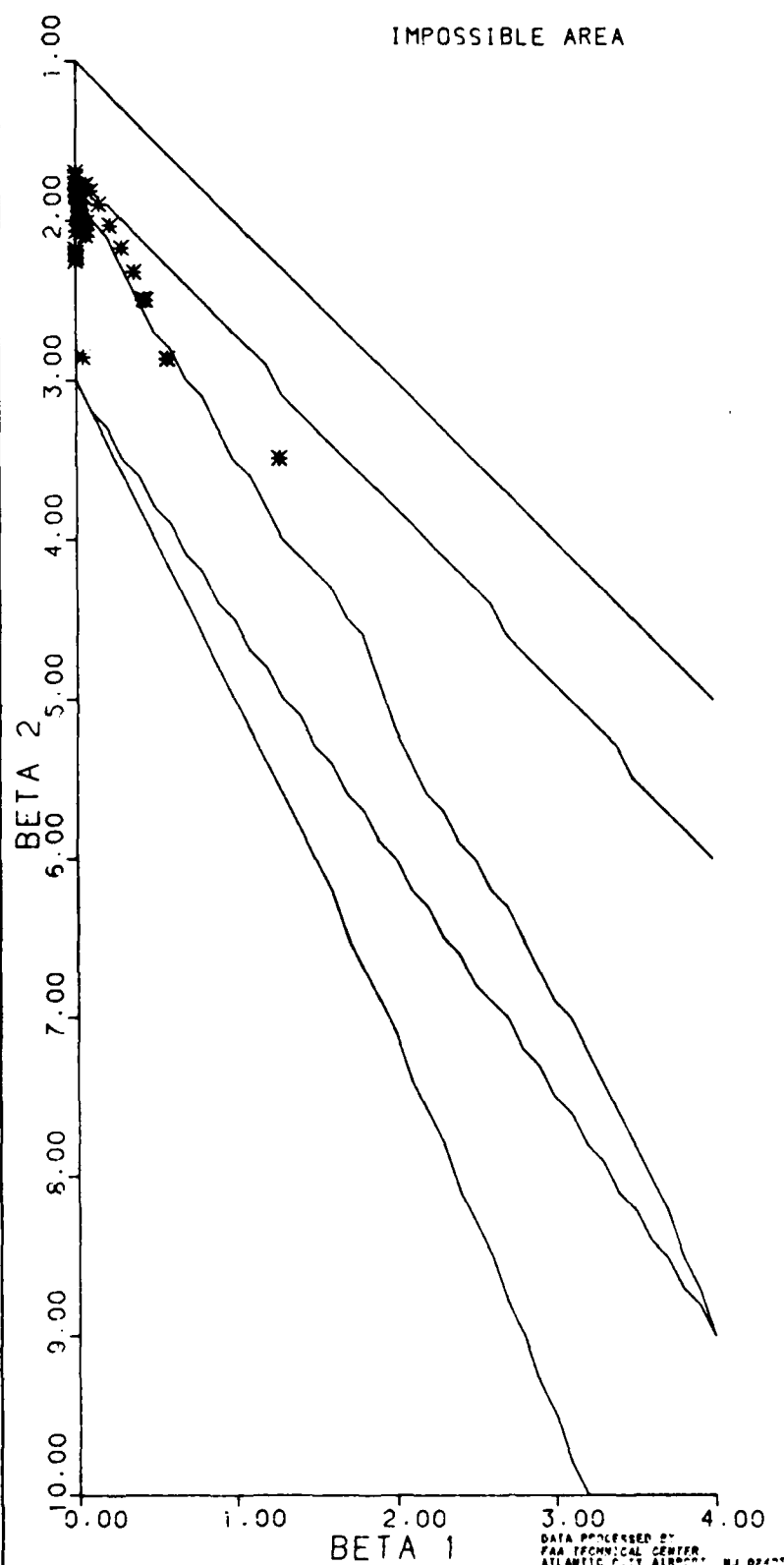


VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE ERROR (FT)

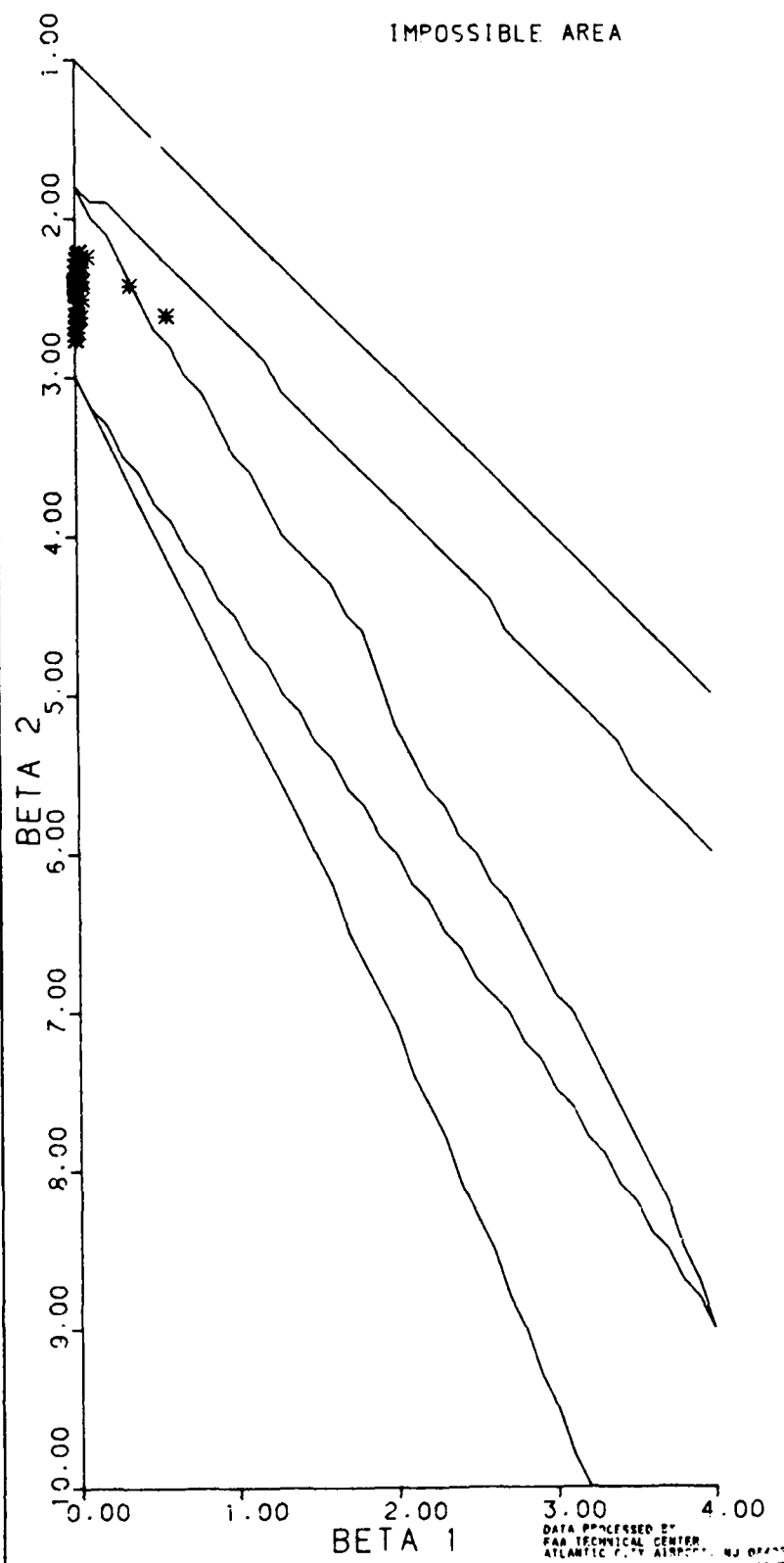




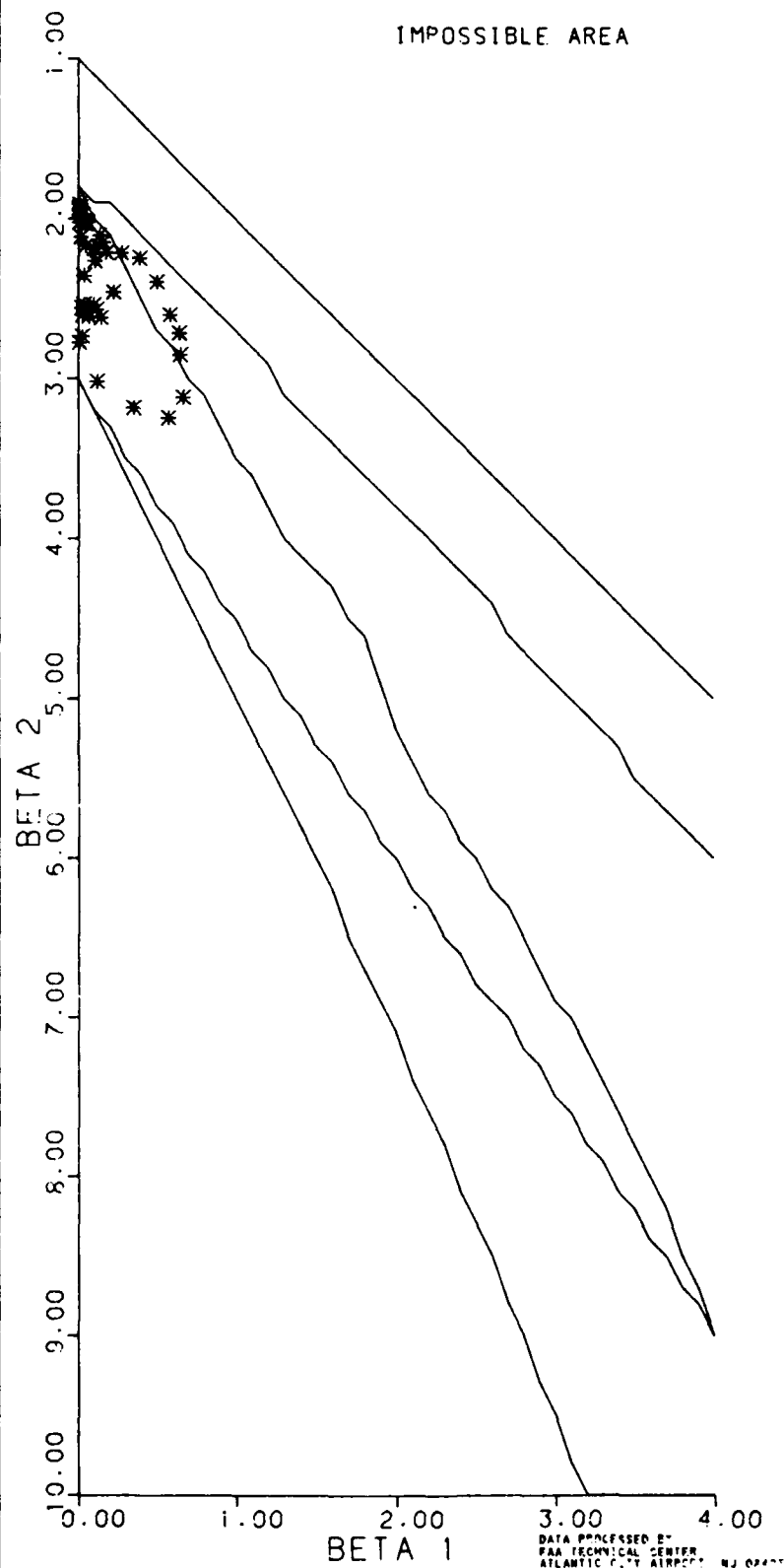
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR POSITION (DEG)



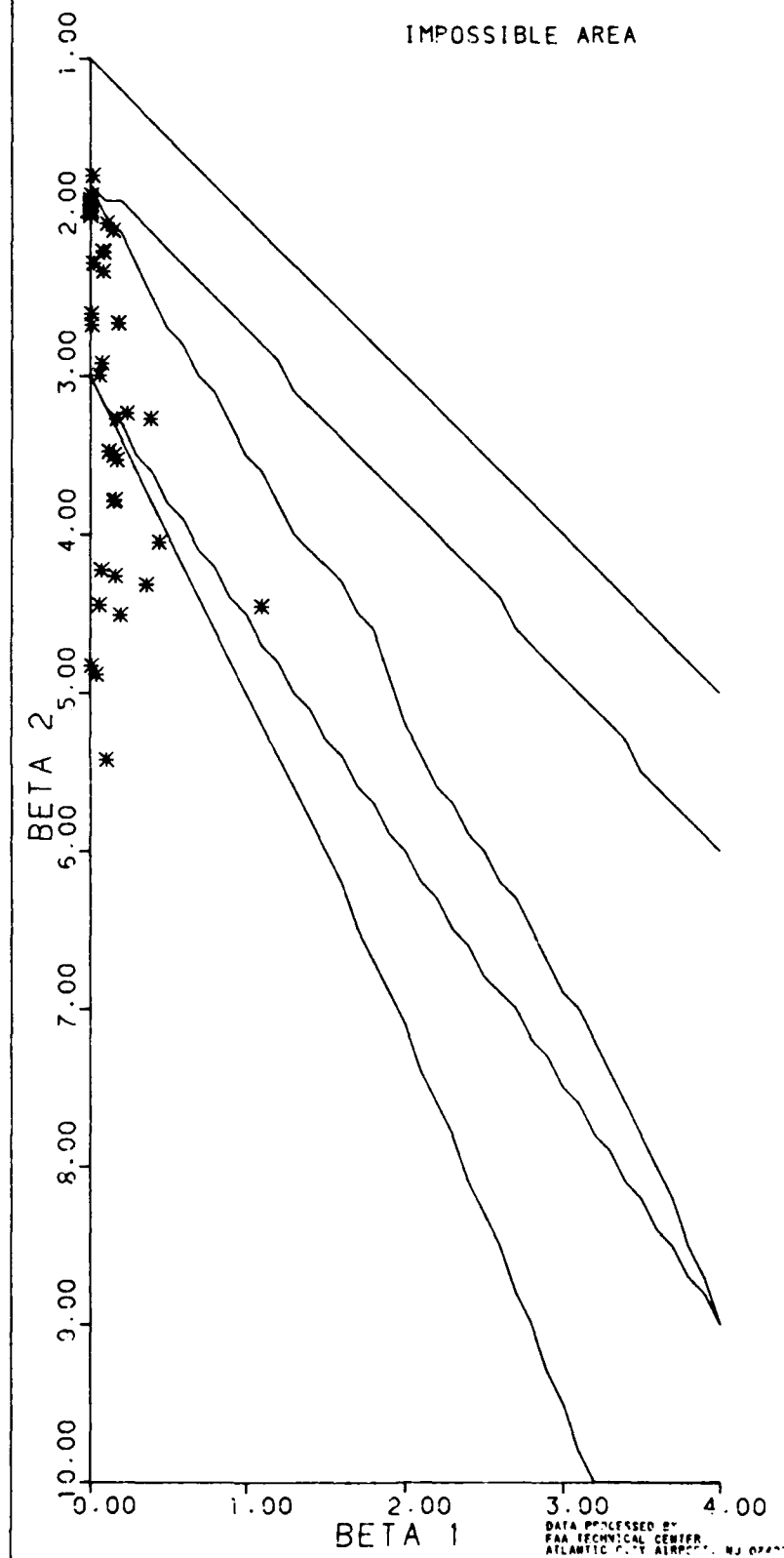
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 8.000 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK POSITION (FT)



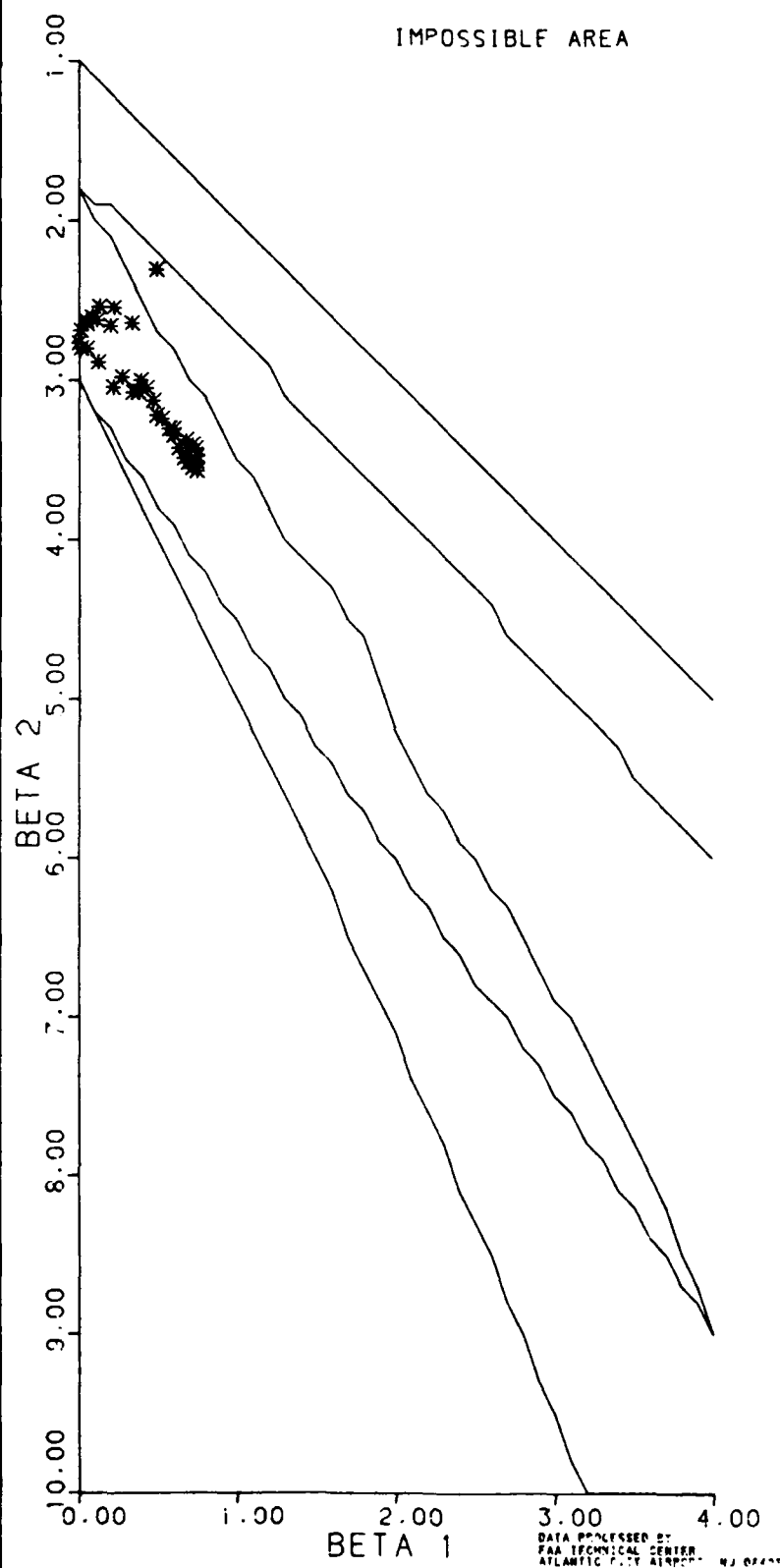
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 8.000 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE (FT)



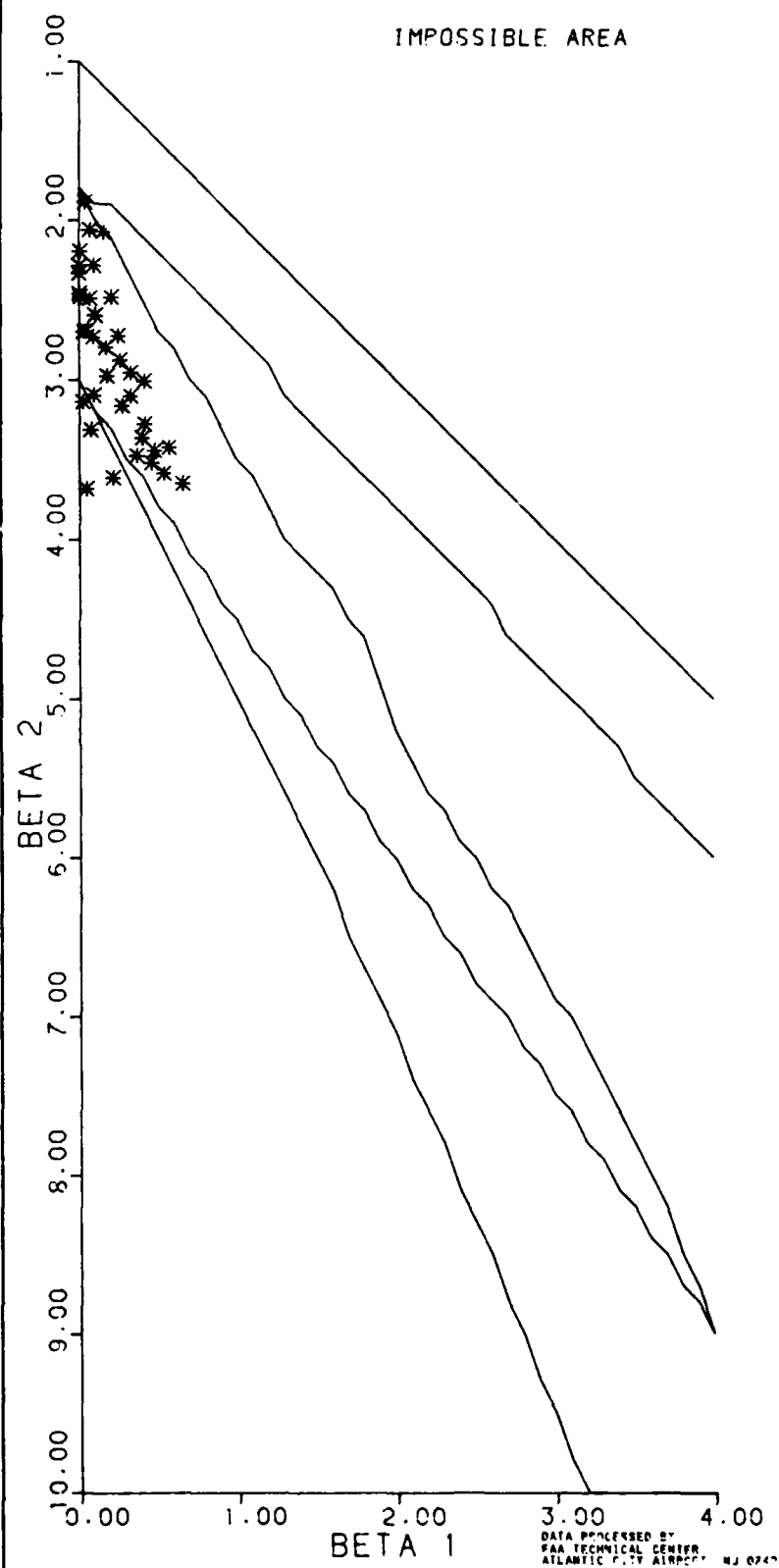
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 8.000 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK VELOCITY (FPM)



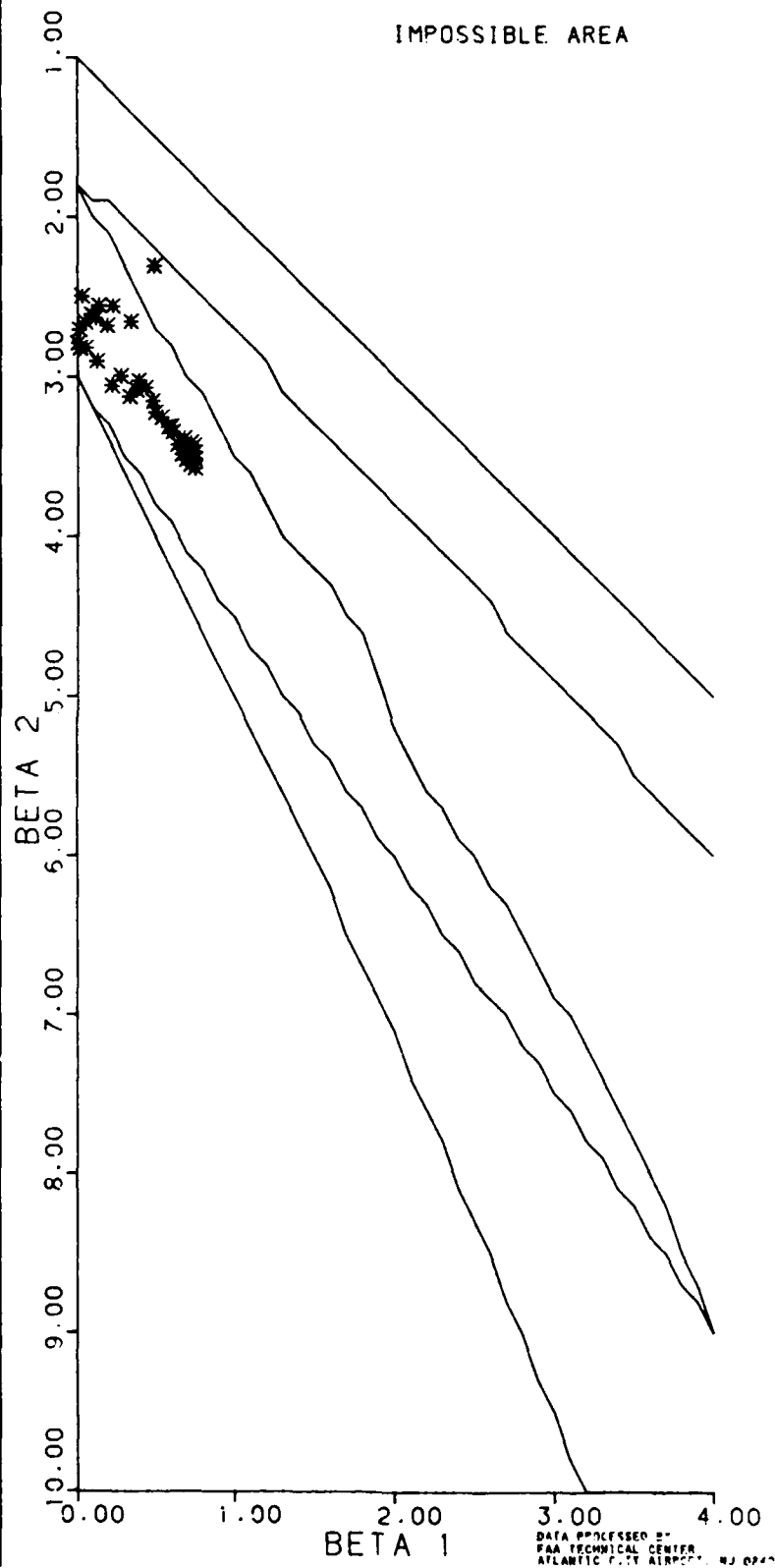
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 8.000 DEGREE STRAIGHT IN APPROACHES  
 ALONGTRACK VELOCITY (FPM)



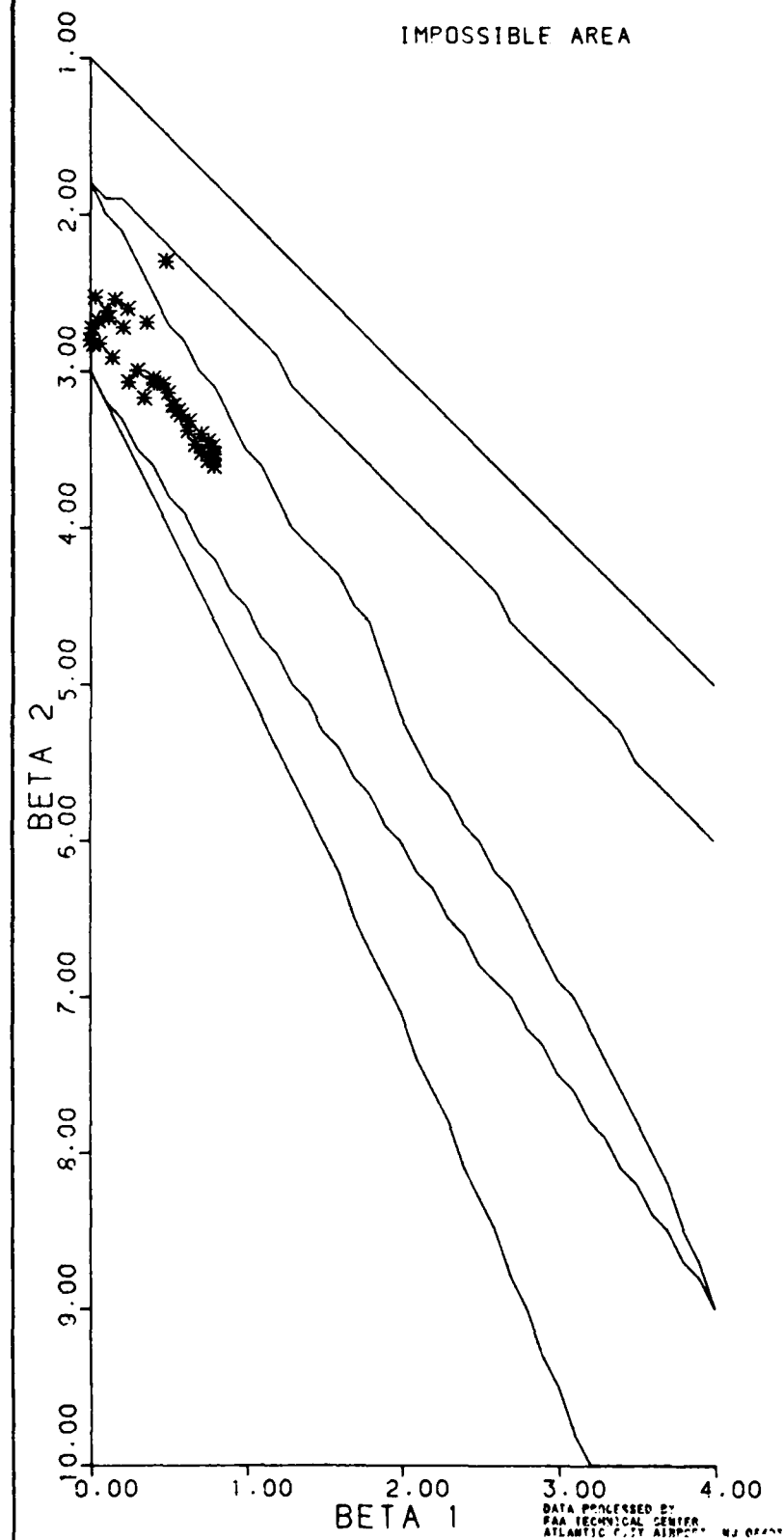
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 8.000 DEGREE STRAIGHT IN APPROACHES  
 VERTICAL VELOCITY (FPM)



VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 8.000 DEGREE STRAIGHT IN APPROACHES  
 GROUND SPEED (KNOTS)

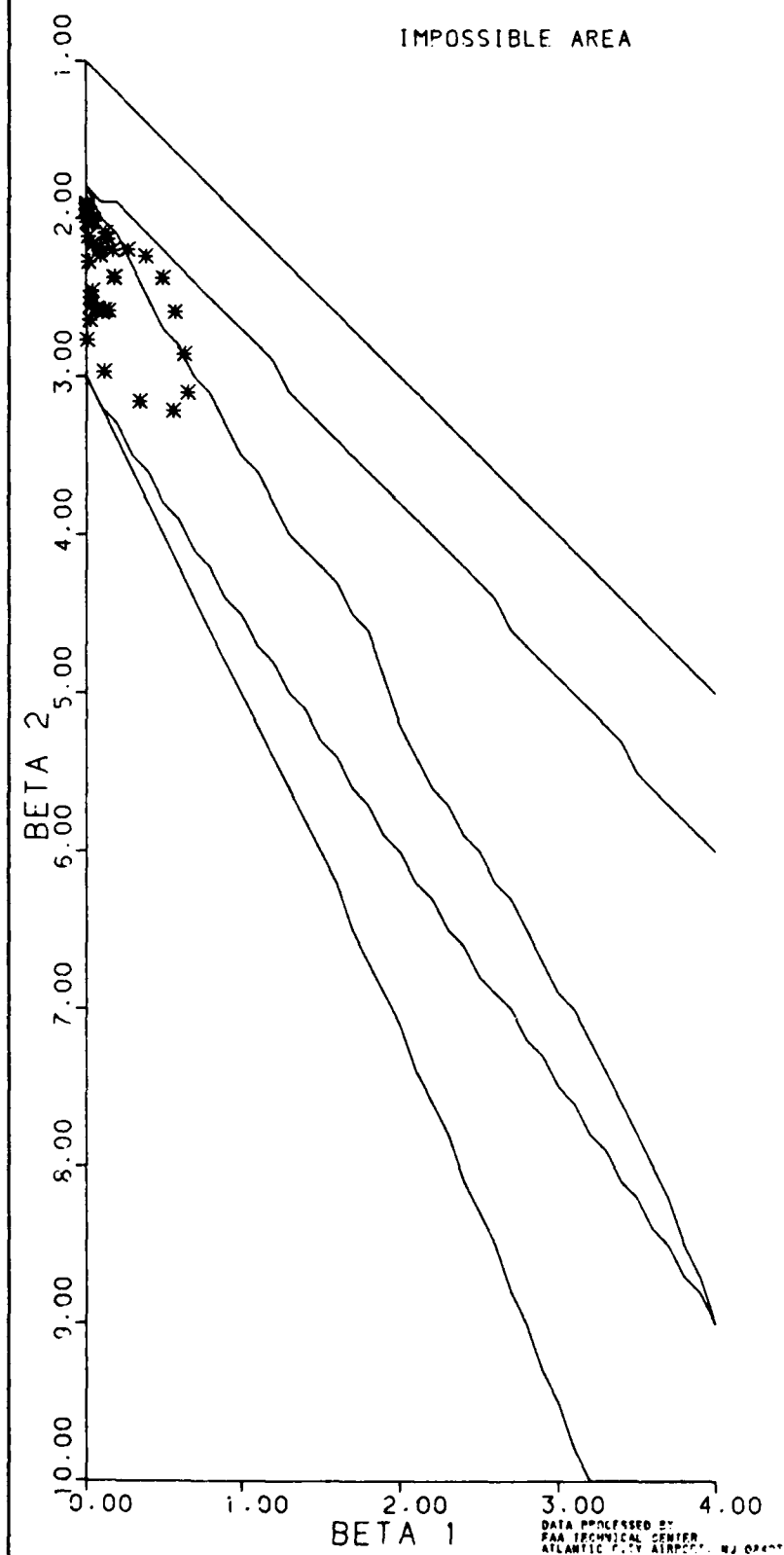


VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 8.000 DEGREE STRAIGHT IN APPROACHES  
 ALONGPATH SPEED (KNOTS)

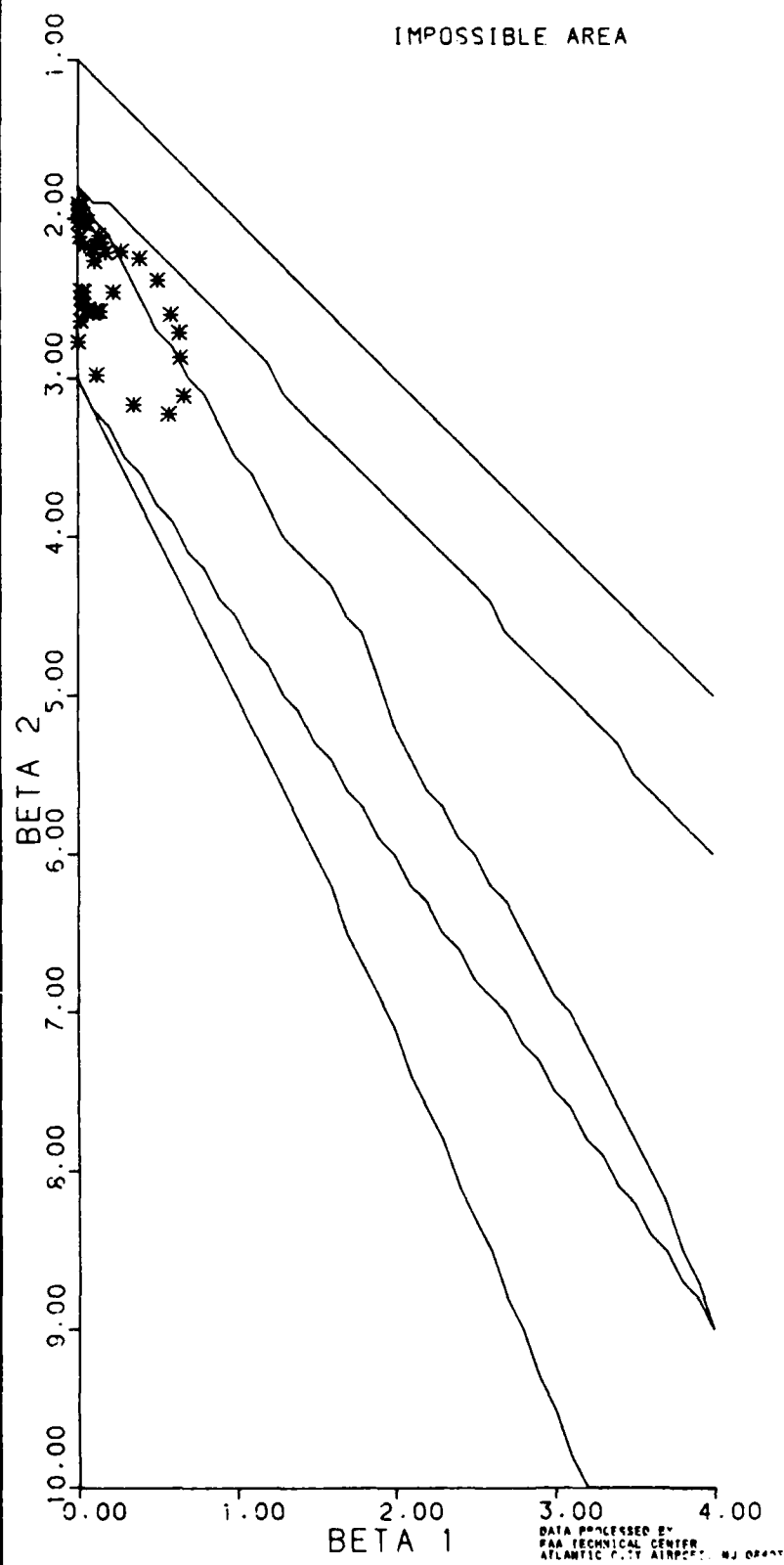




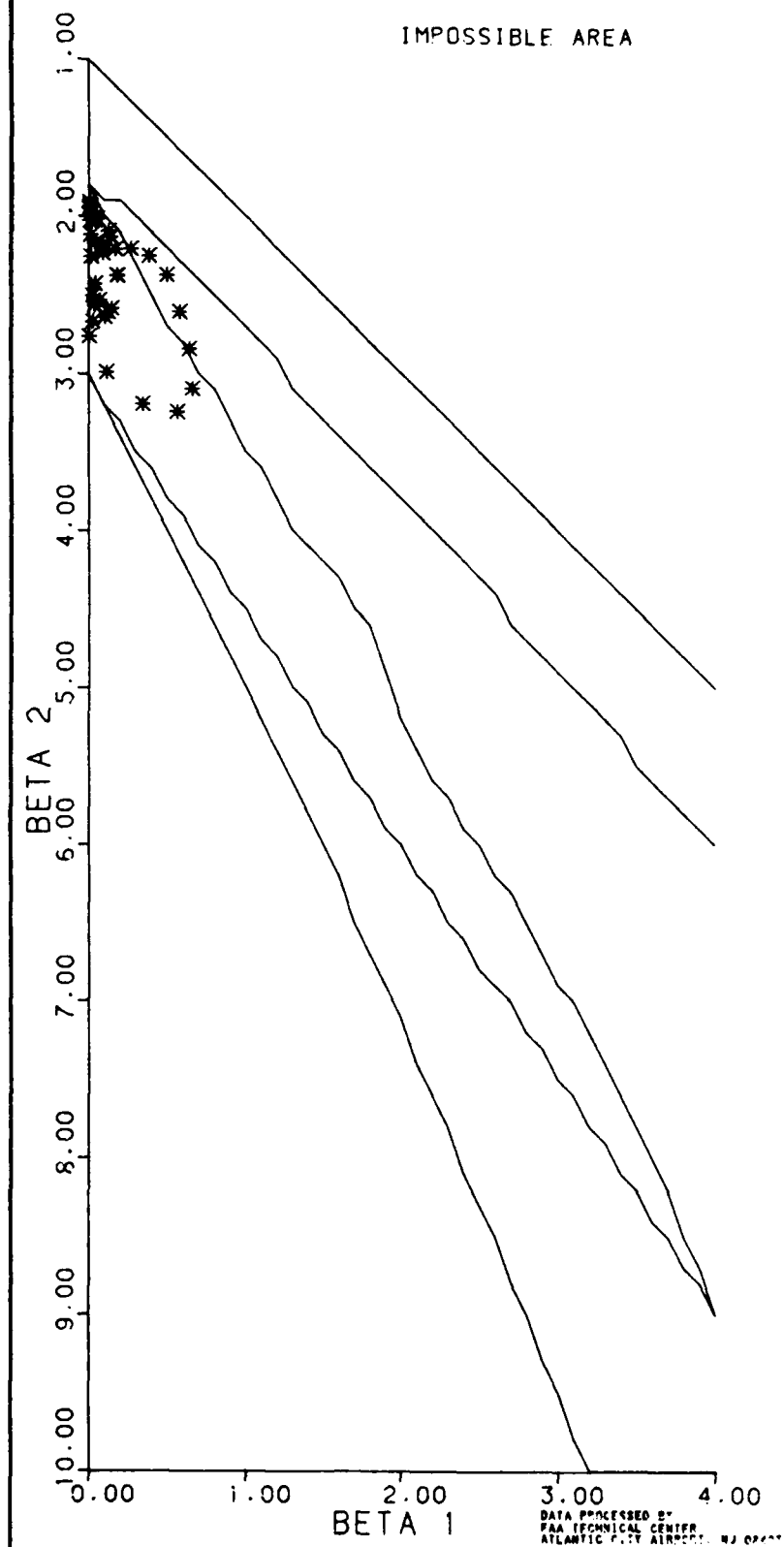
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 ANGULAR ERROR (DEG)



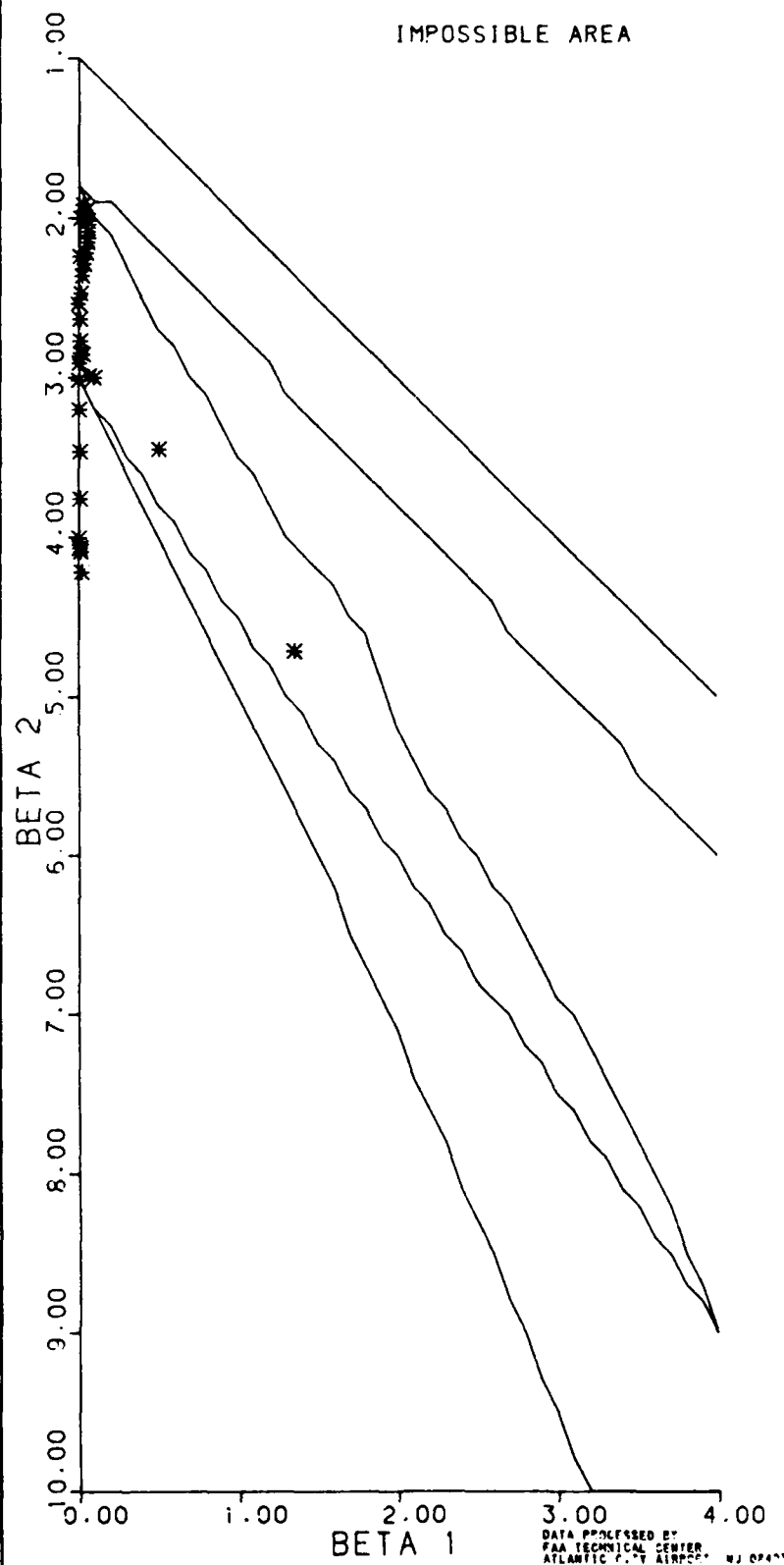
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ALTITUDE ERROR (FT)



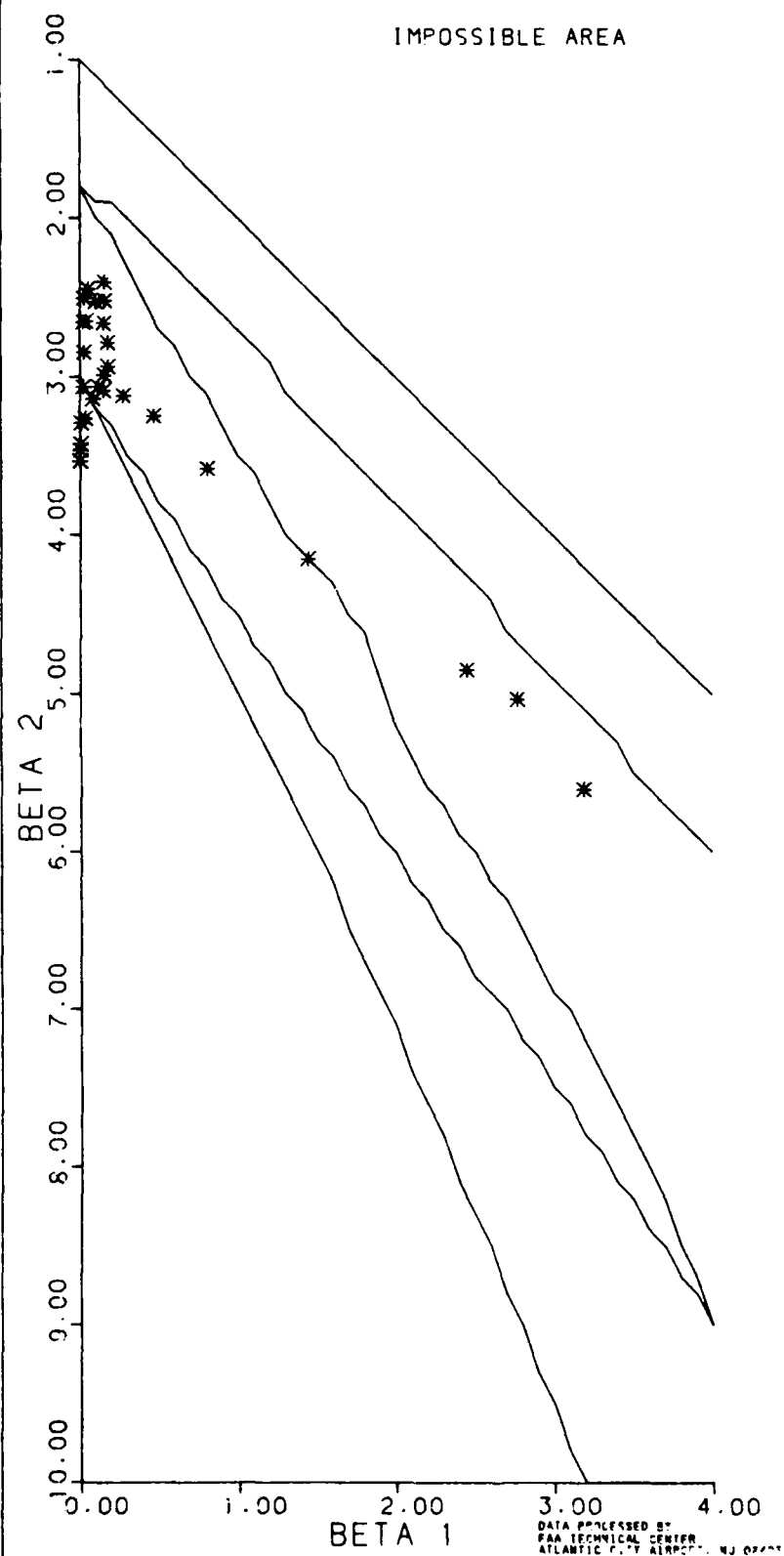
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 ANGULAR POSITION (DEG)



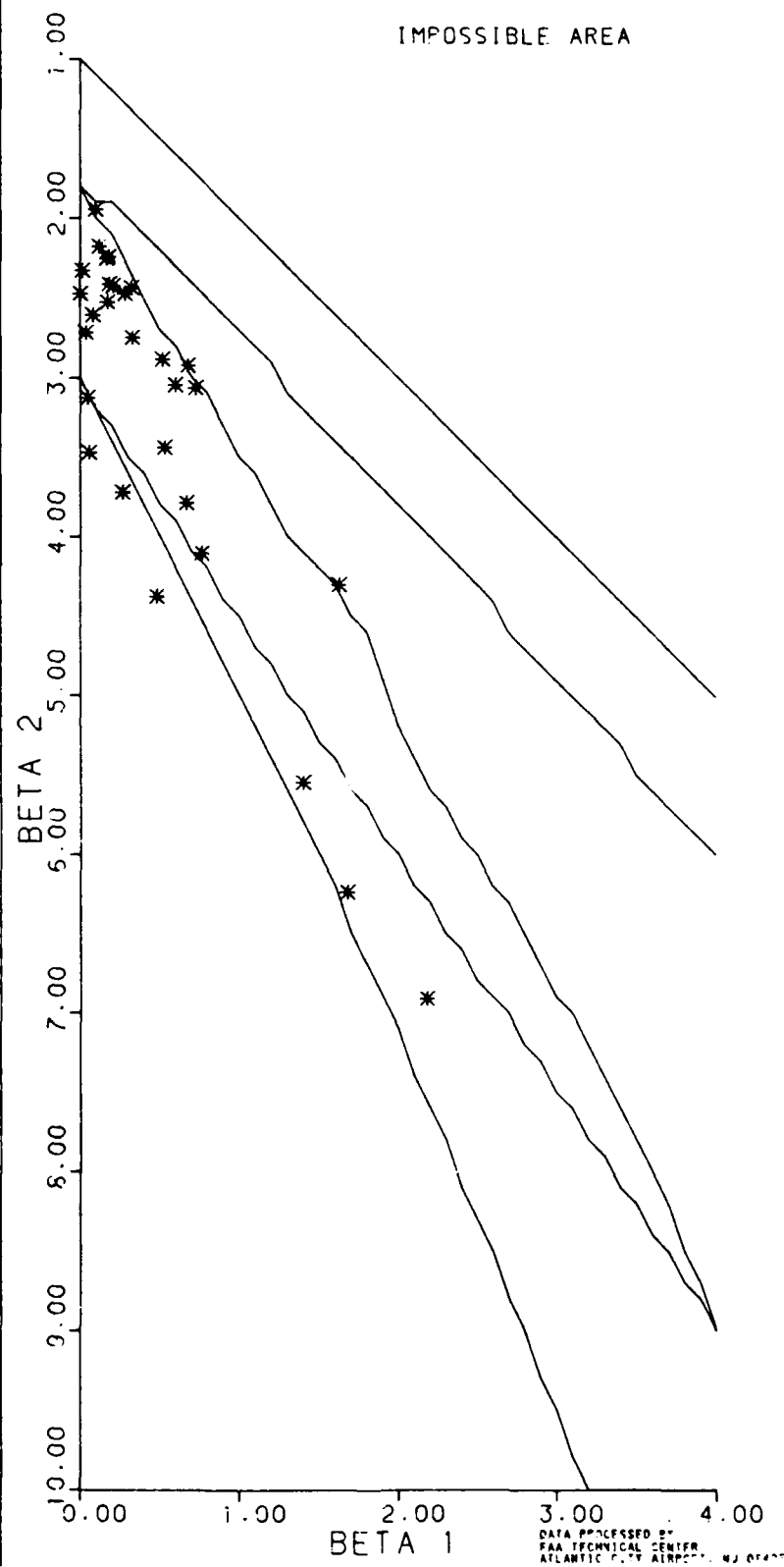
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 CROSSTRACK POSITION (FT)



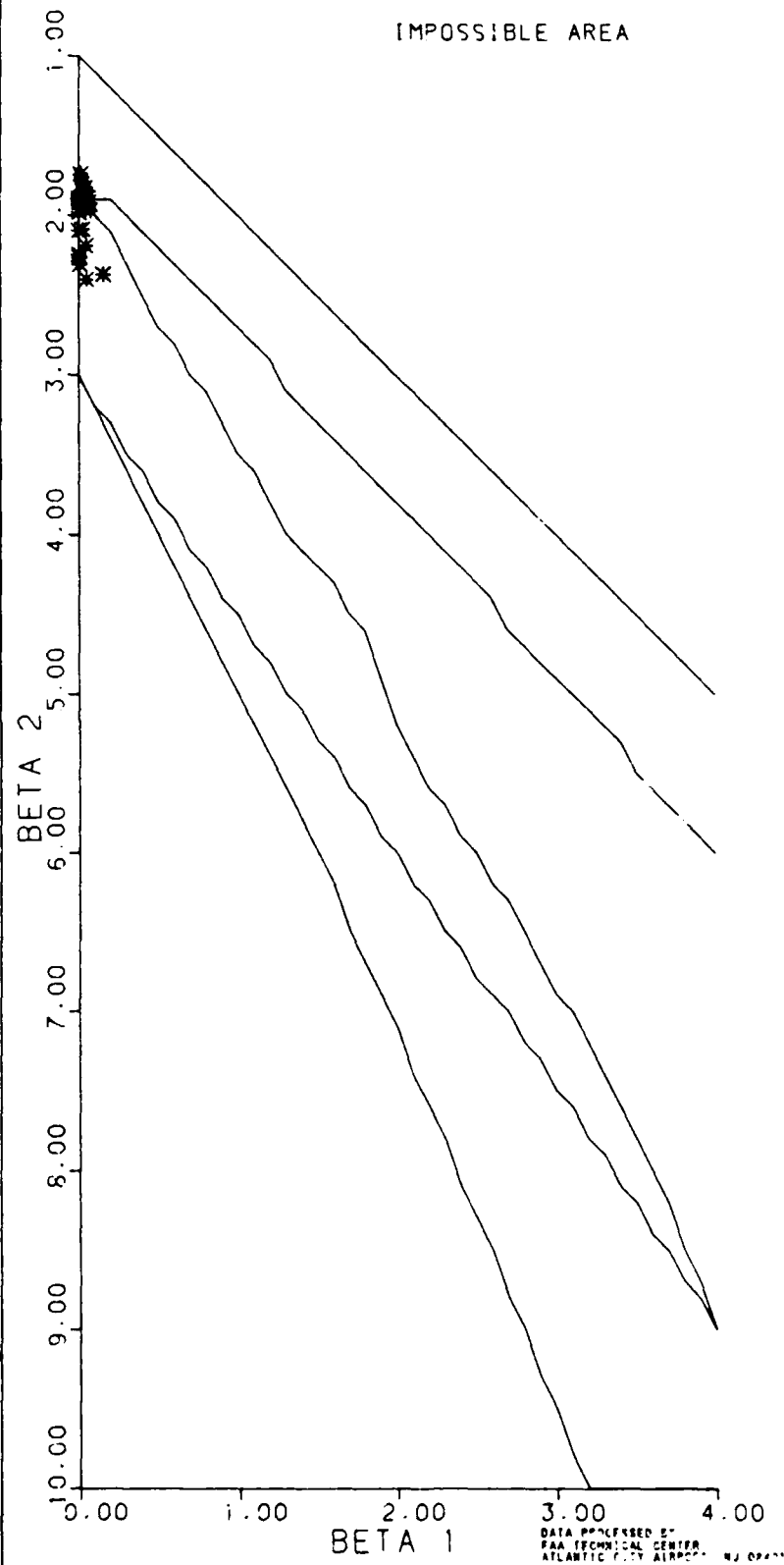
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 ALTITUDE (FT)



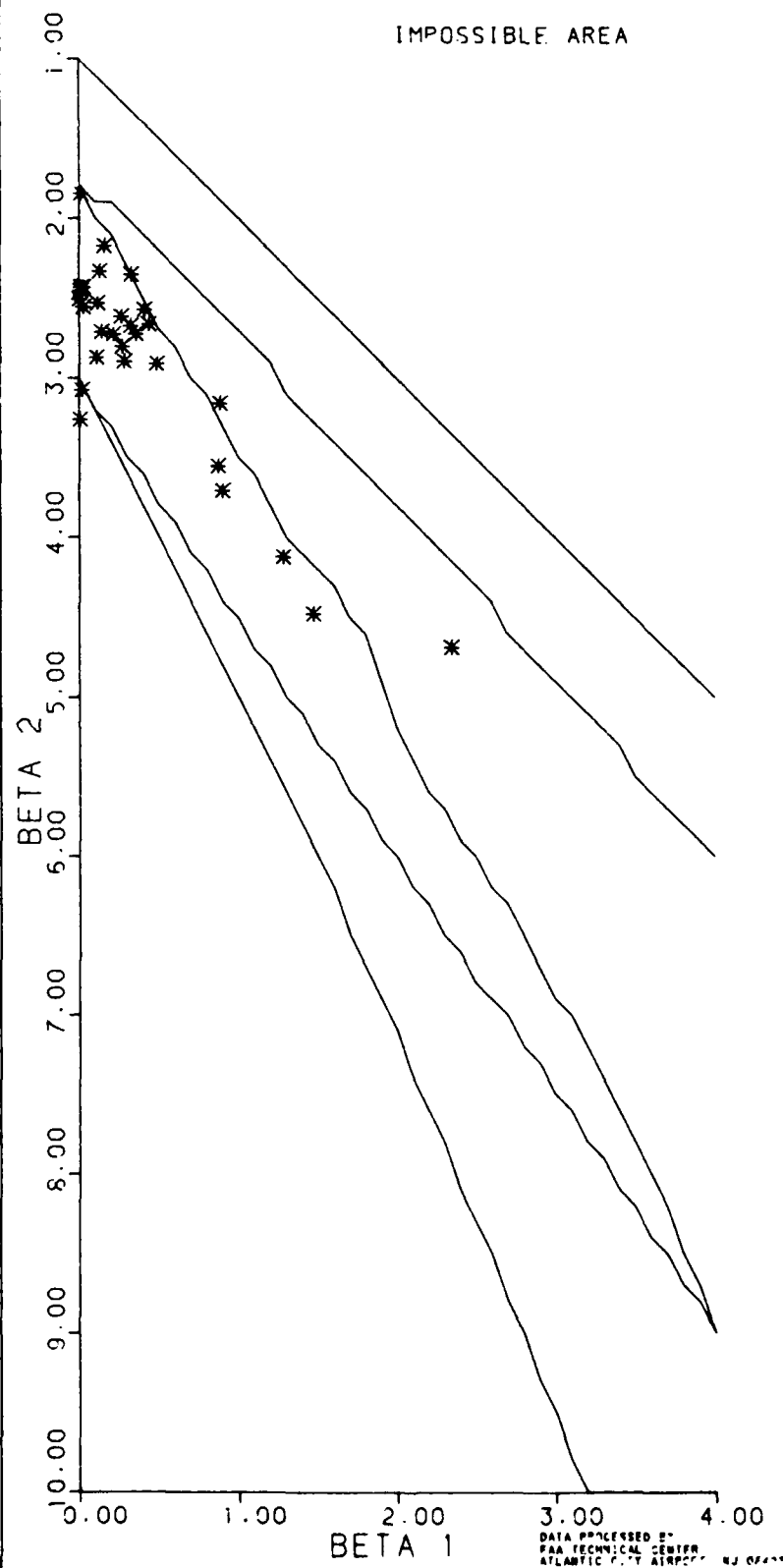
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 10.00 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK VELOCITY (FPM)



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 ALONGTRACK VELOCITY (FPM)

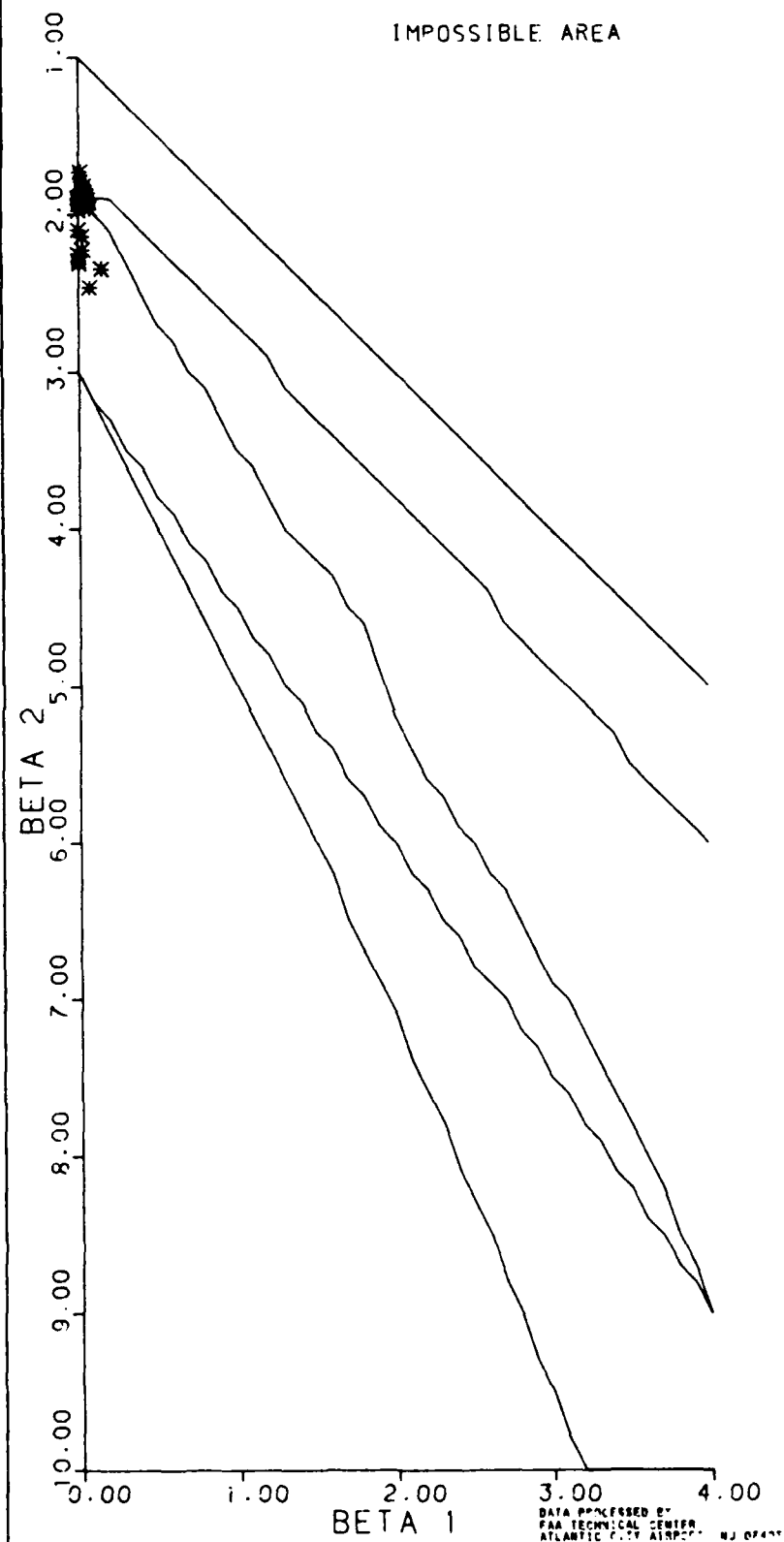


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 VERTICAL VELOCITY (FPM)

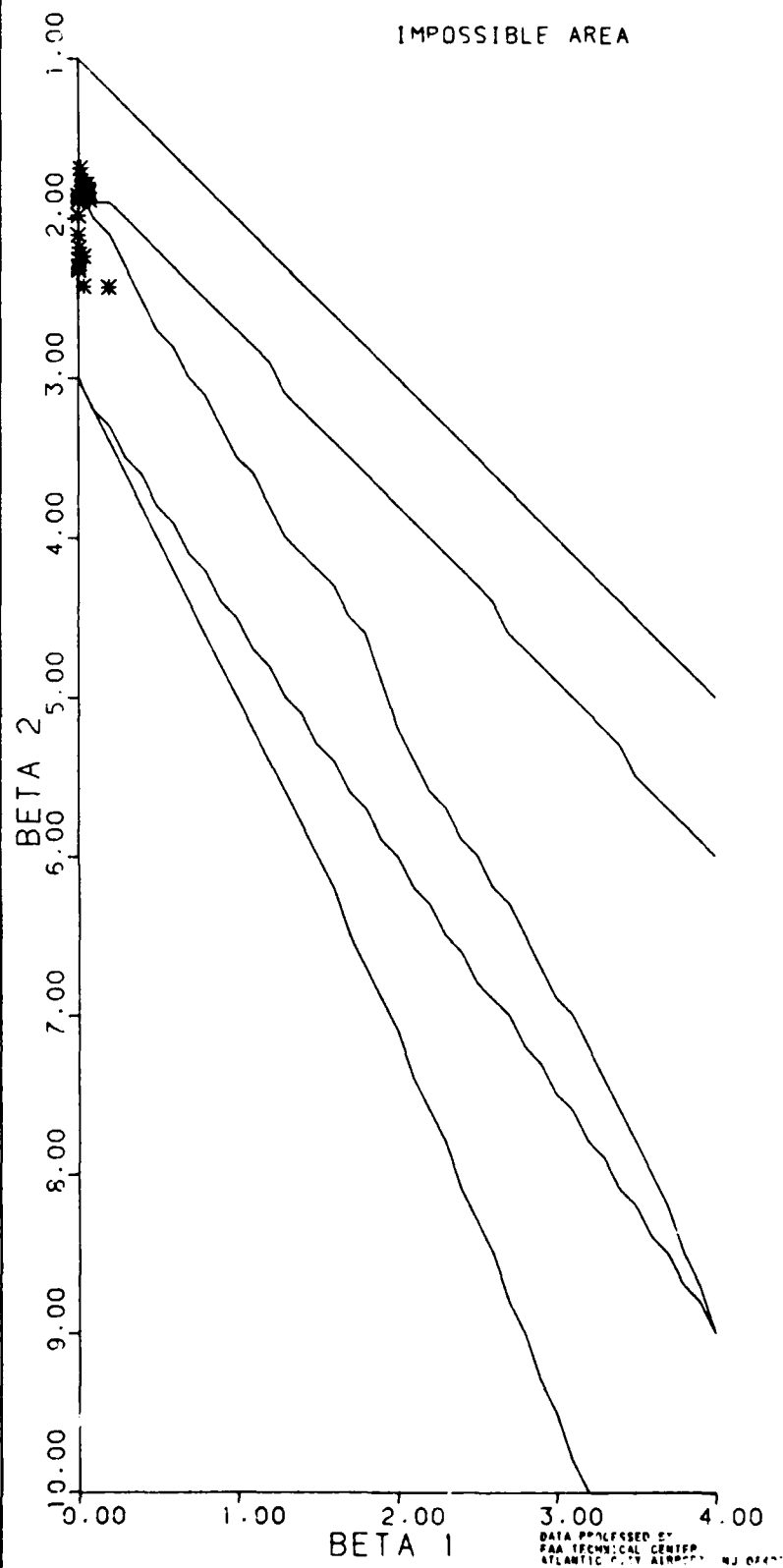




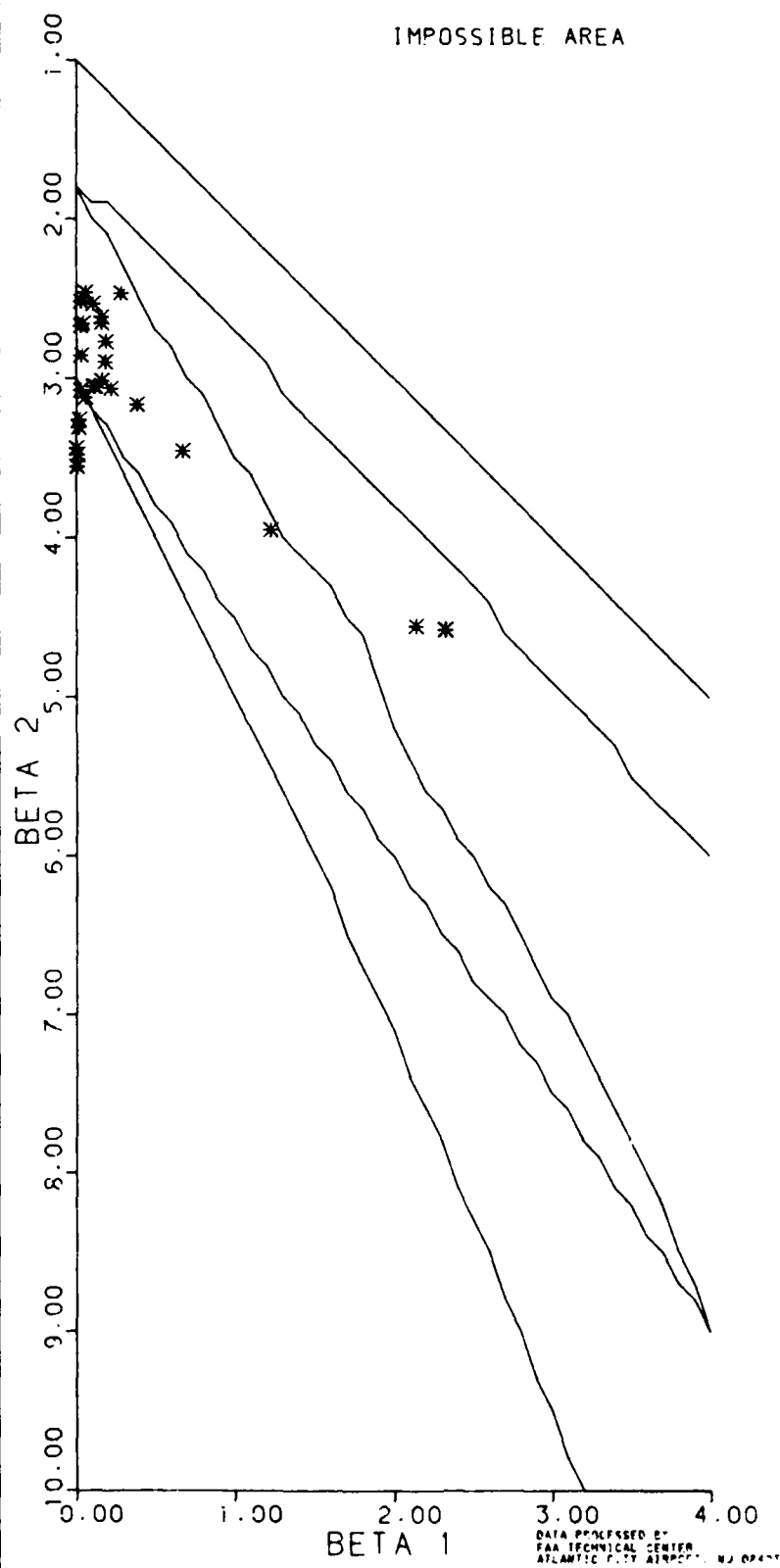
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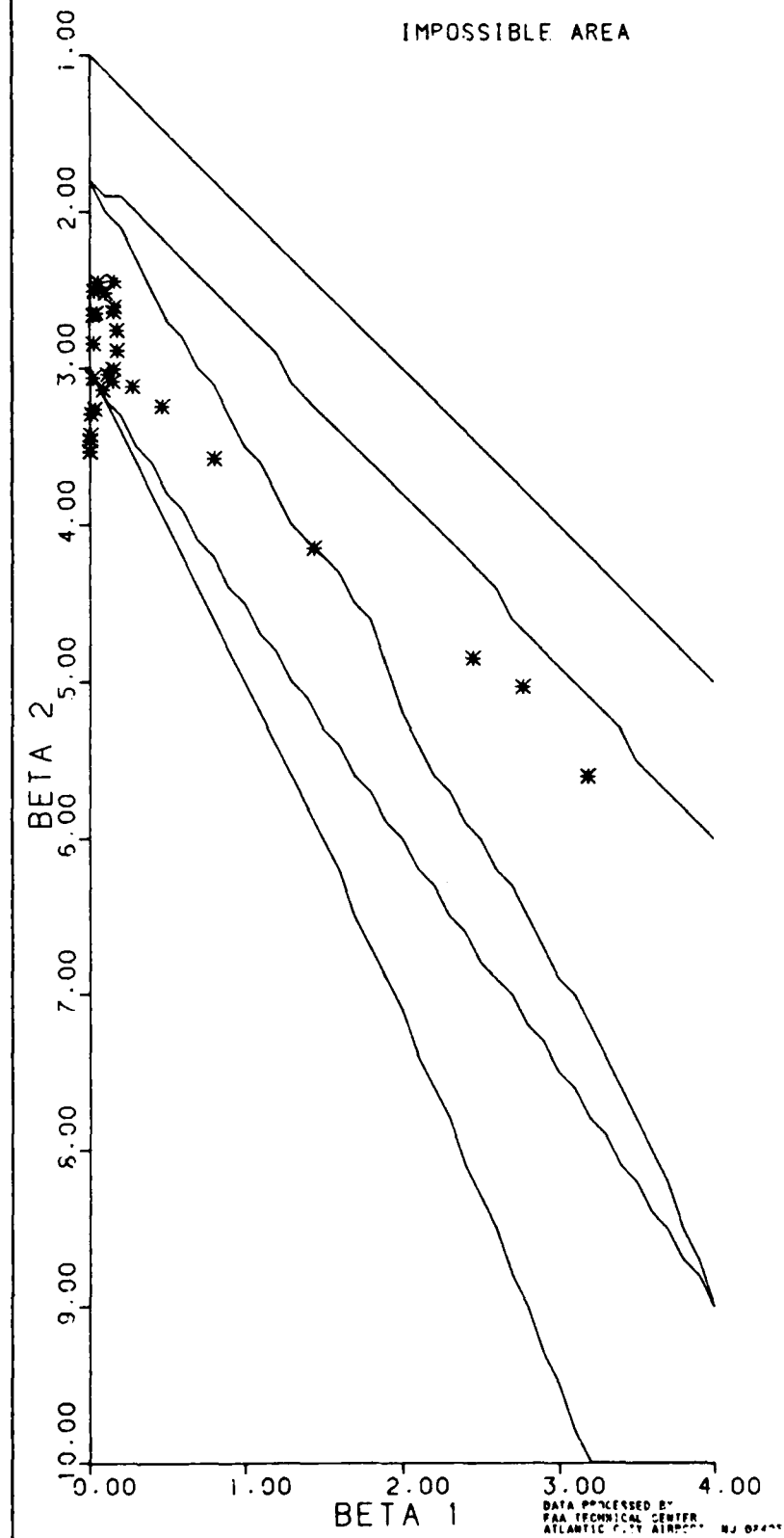
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 ALONGPATH SPEED (KNOTS)



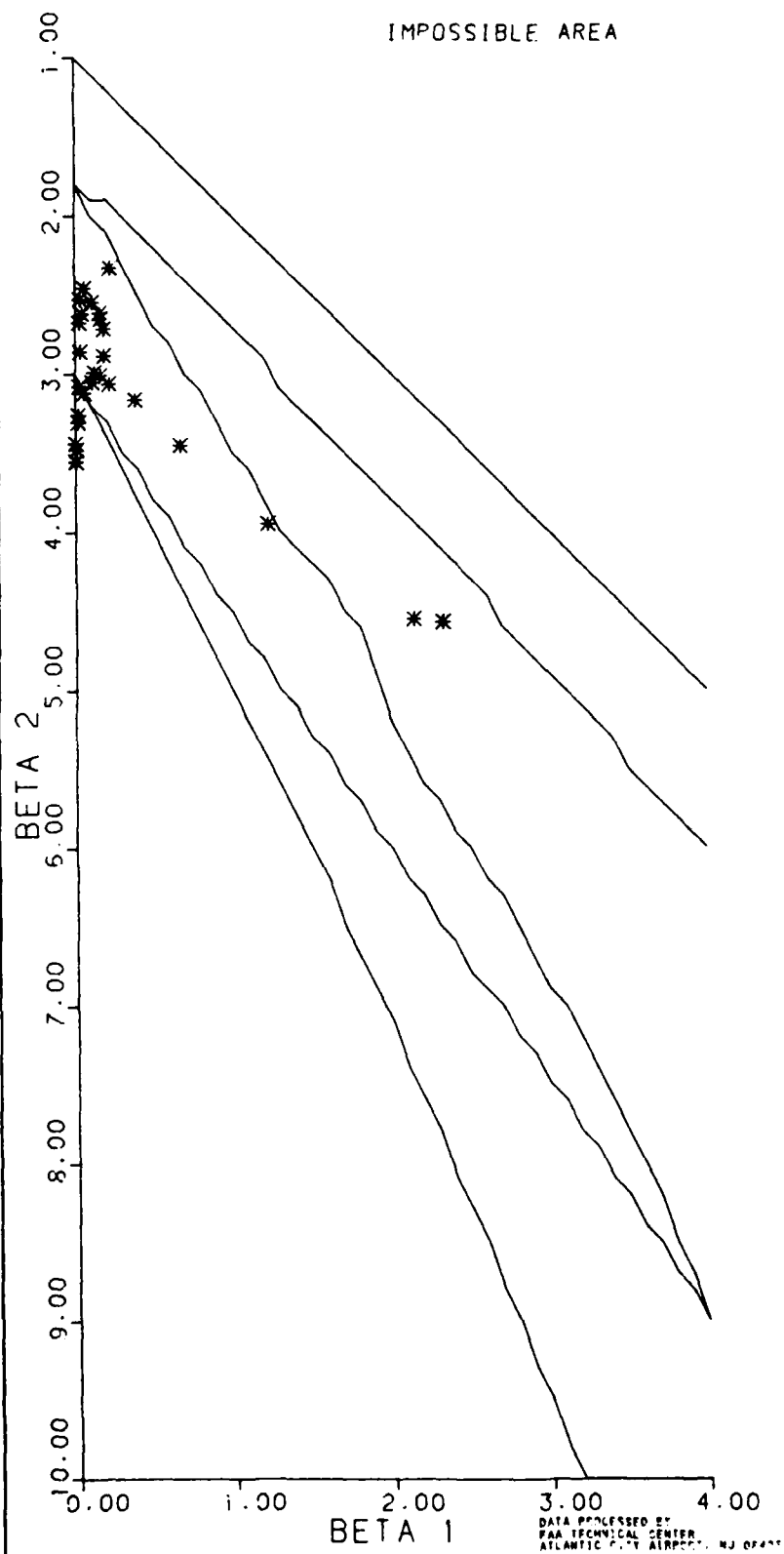
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 ANGULAR ERROR (DEG)



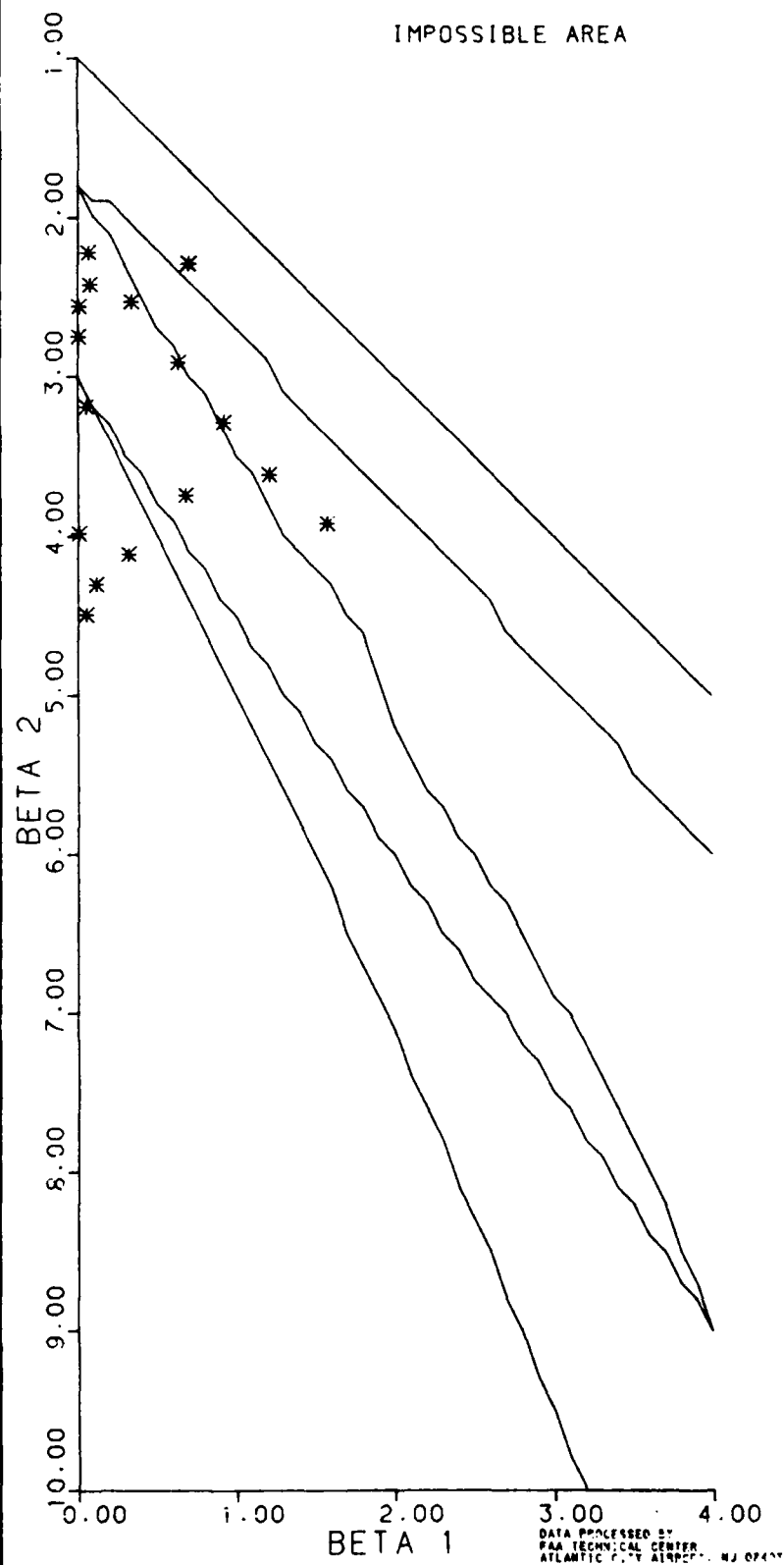
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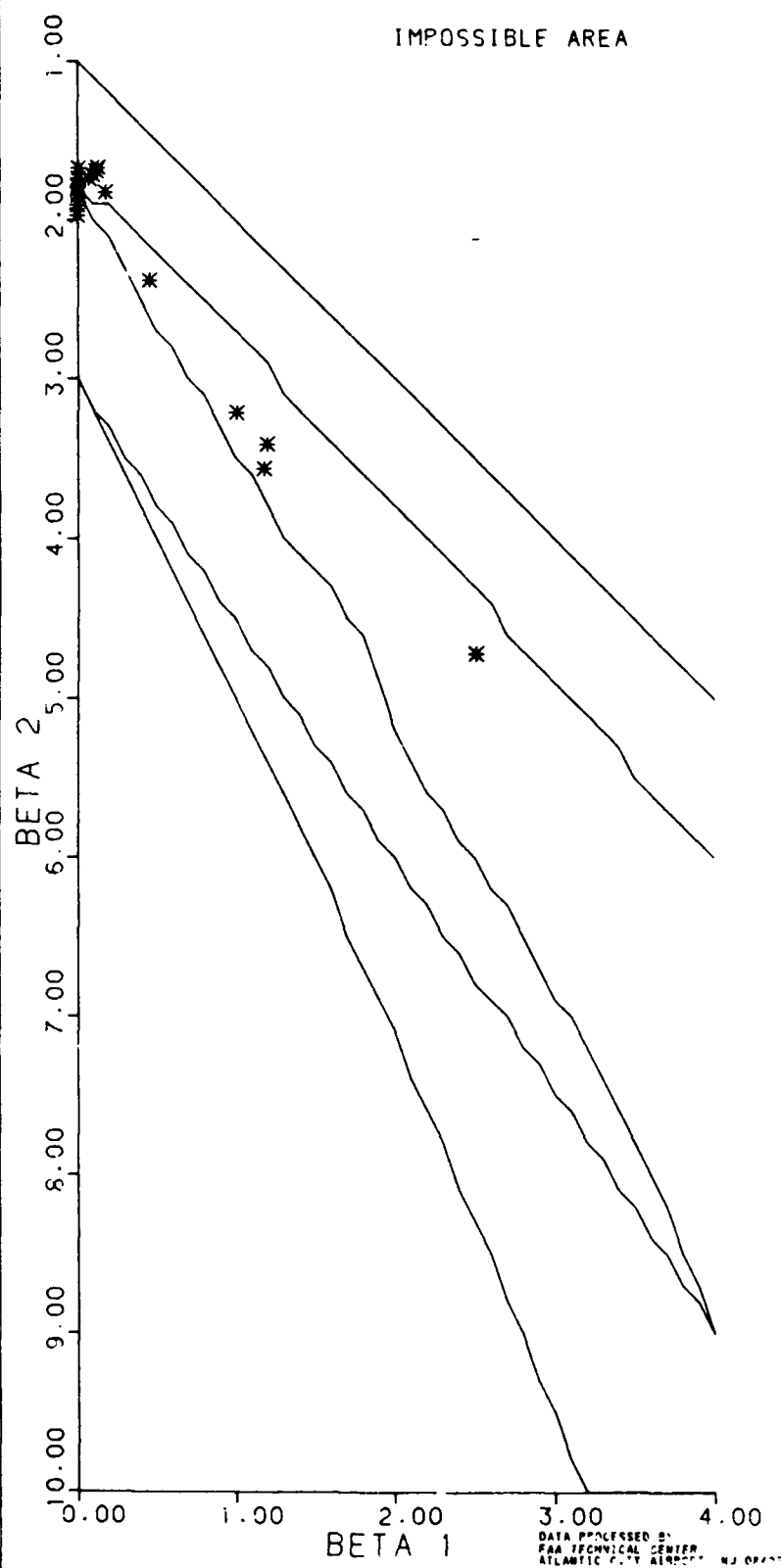
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 ANGULAR POSITION (DEG)



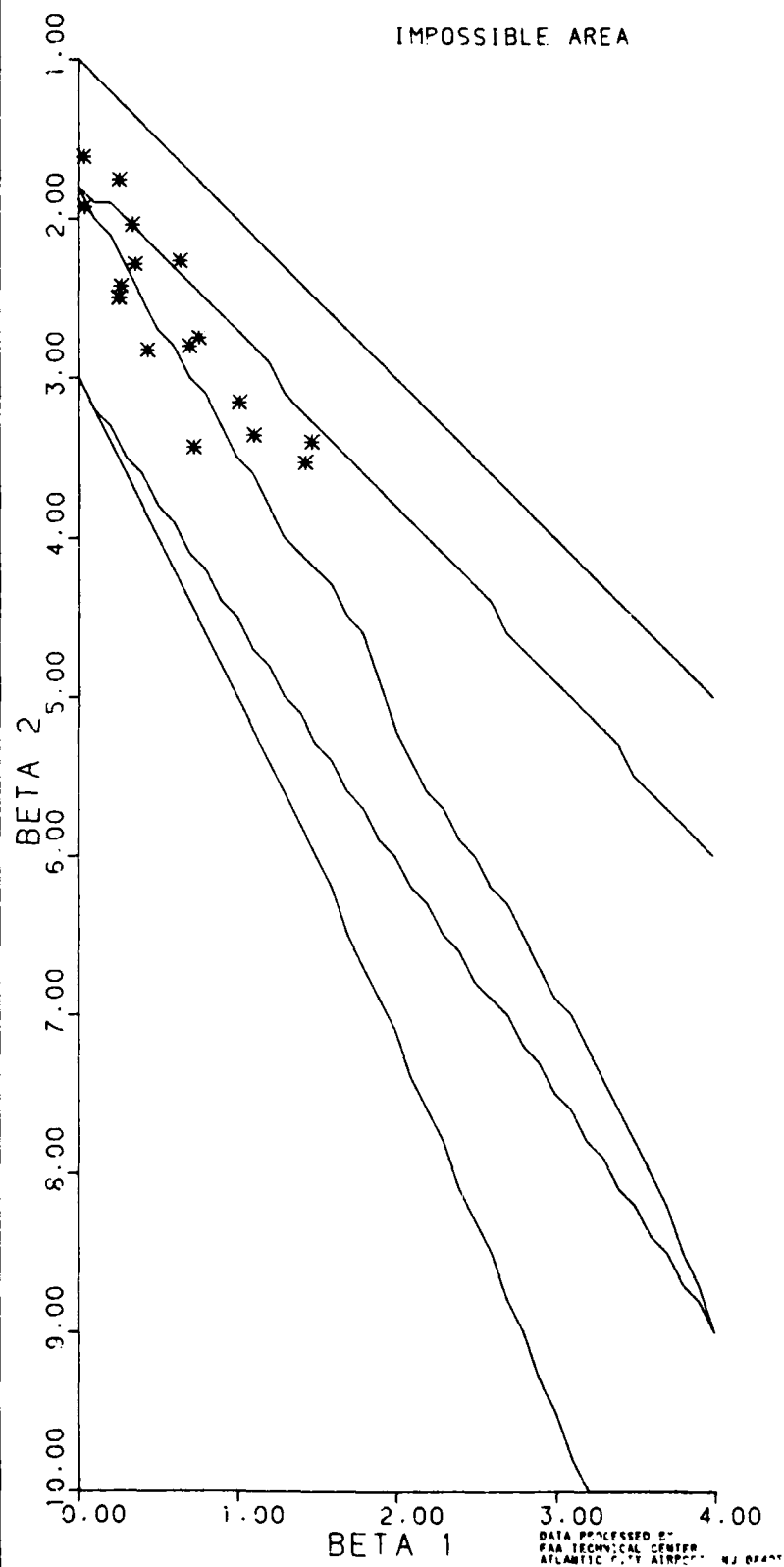
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 7.125 DEGREE CURVED APPROACHES  
 CROSSTRACK POSITION (FT)



VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 7.125 DEGREE CURVED APPROACHES  
 ALTITUDE (FT)

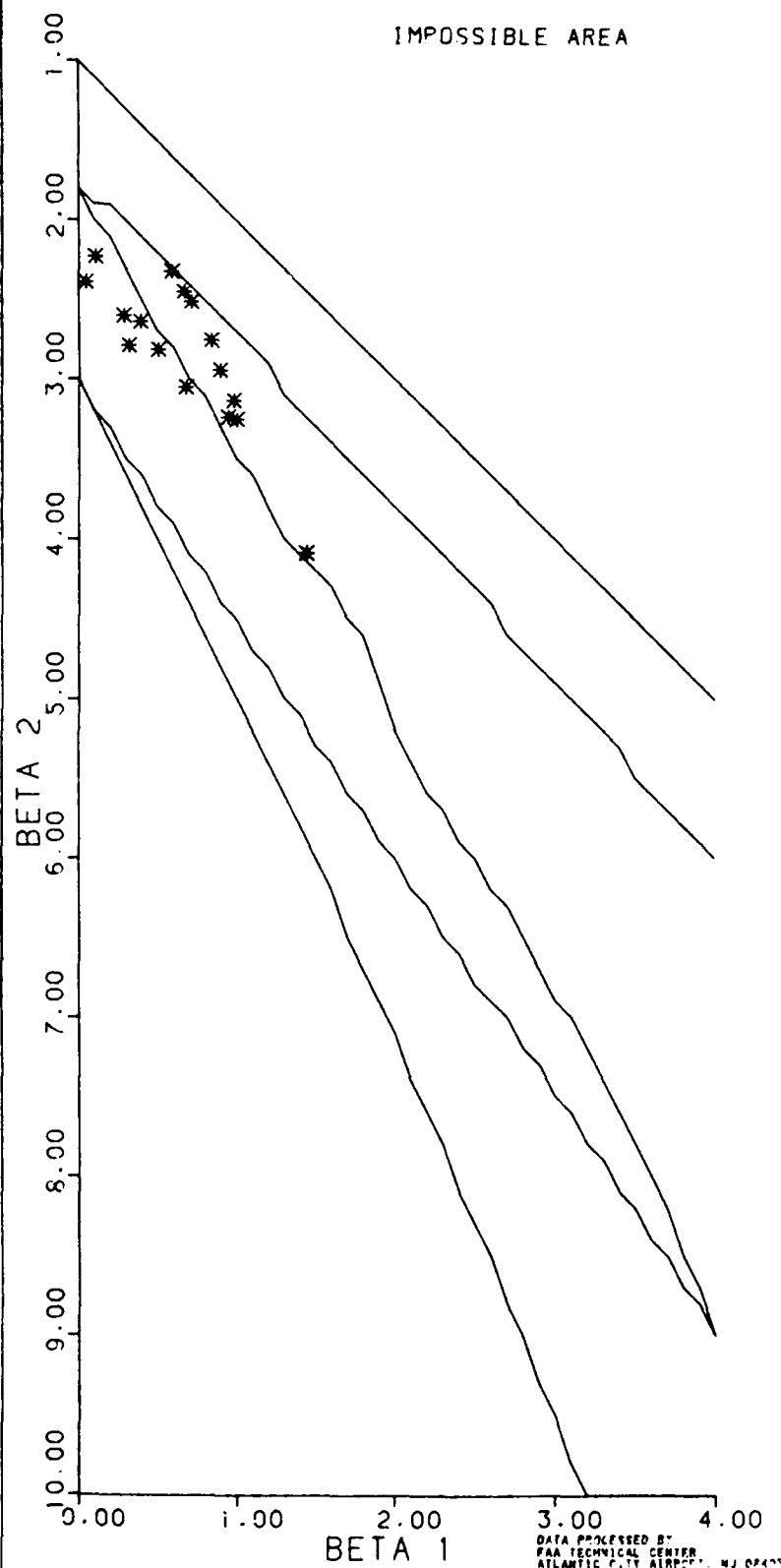


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 CROSSTRACK VELOCITY (FPM)

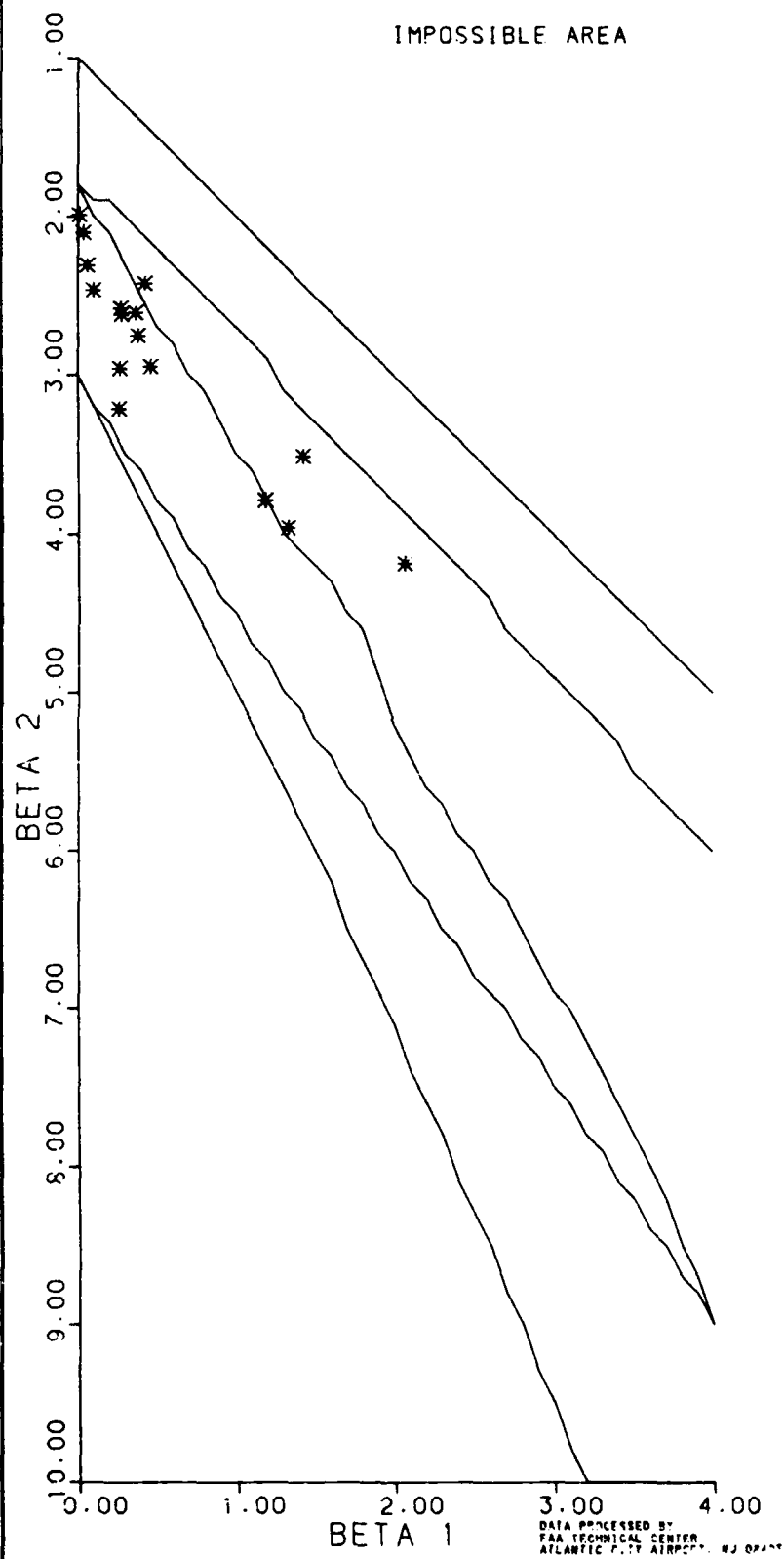




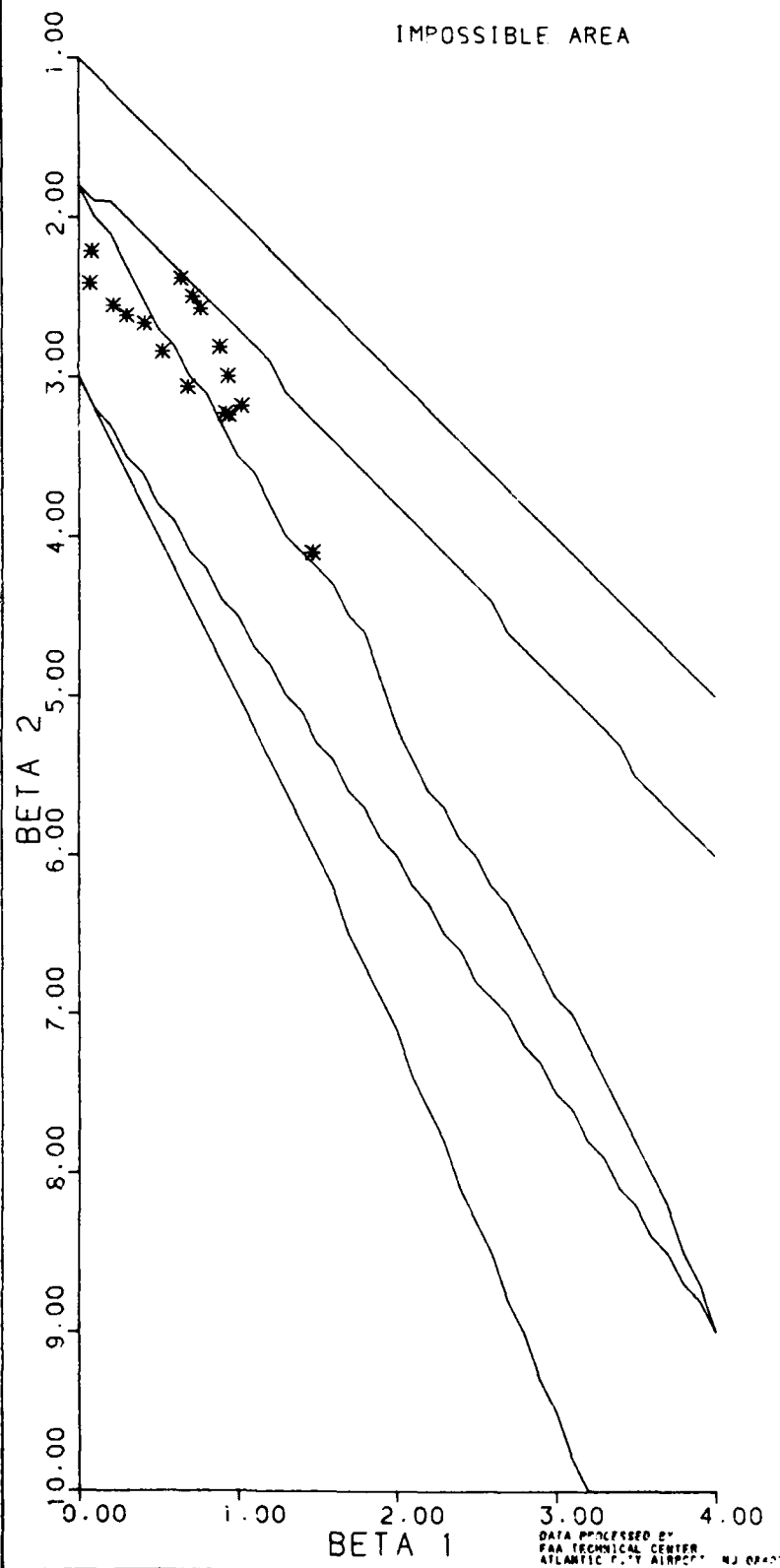
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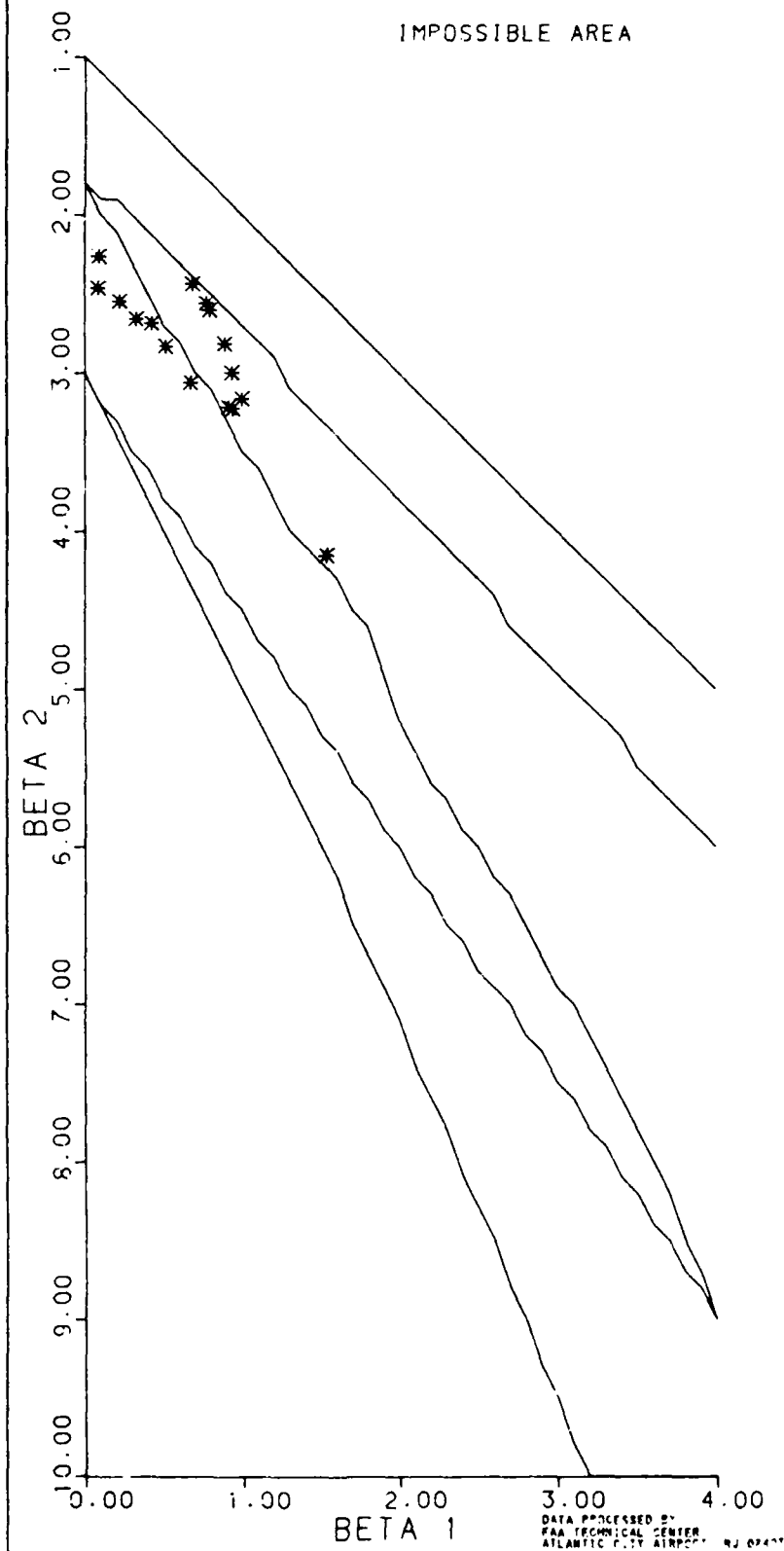
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 VERTICAL VELOCITY (FPM)



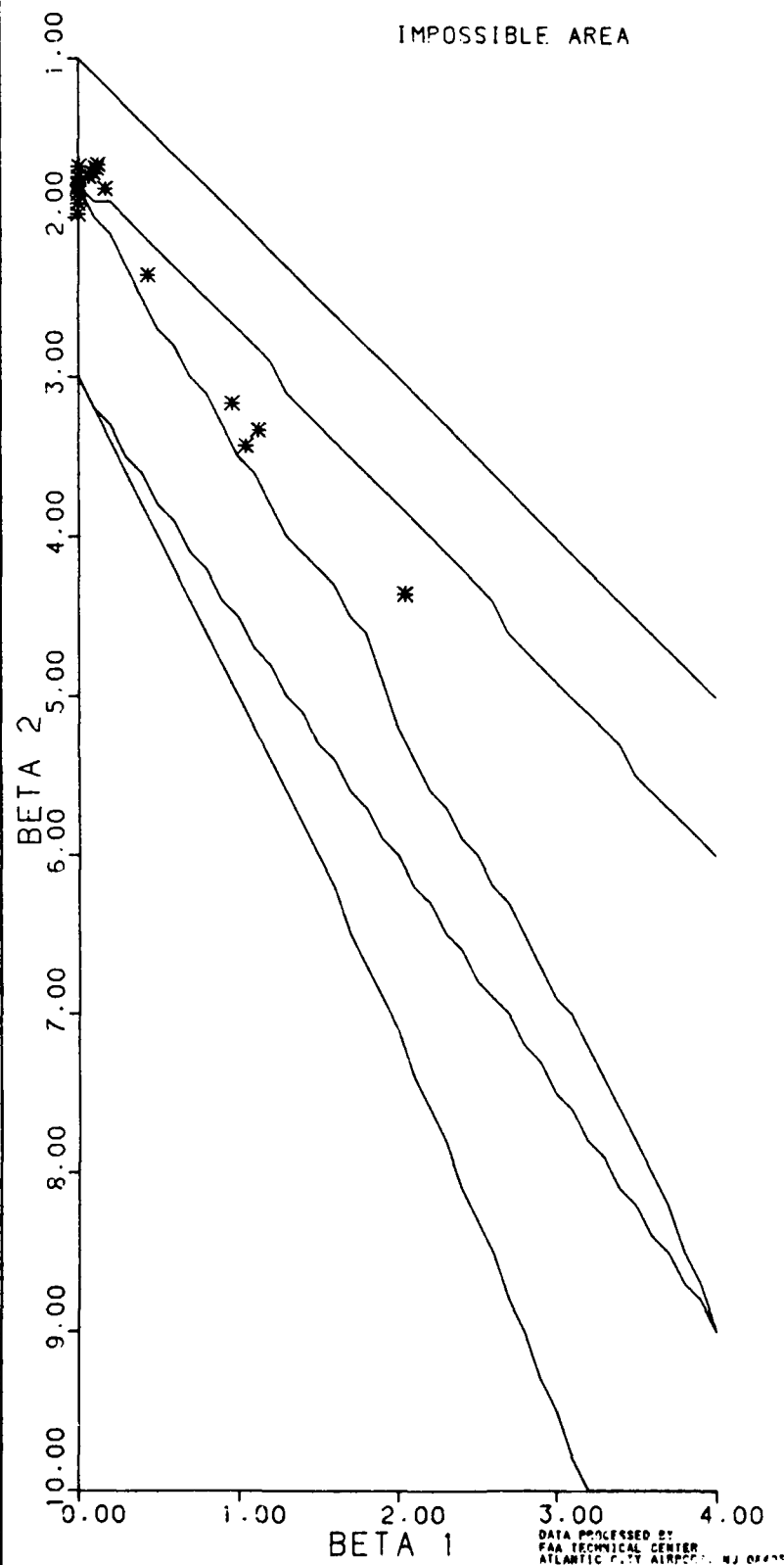
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 GROUND SPEED (KNOTS)



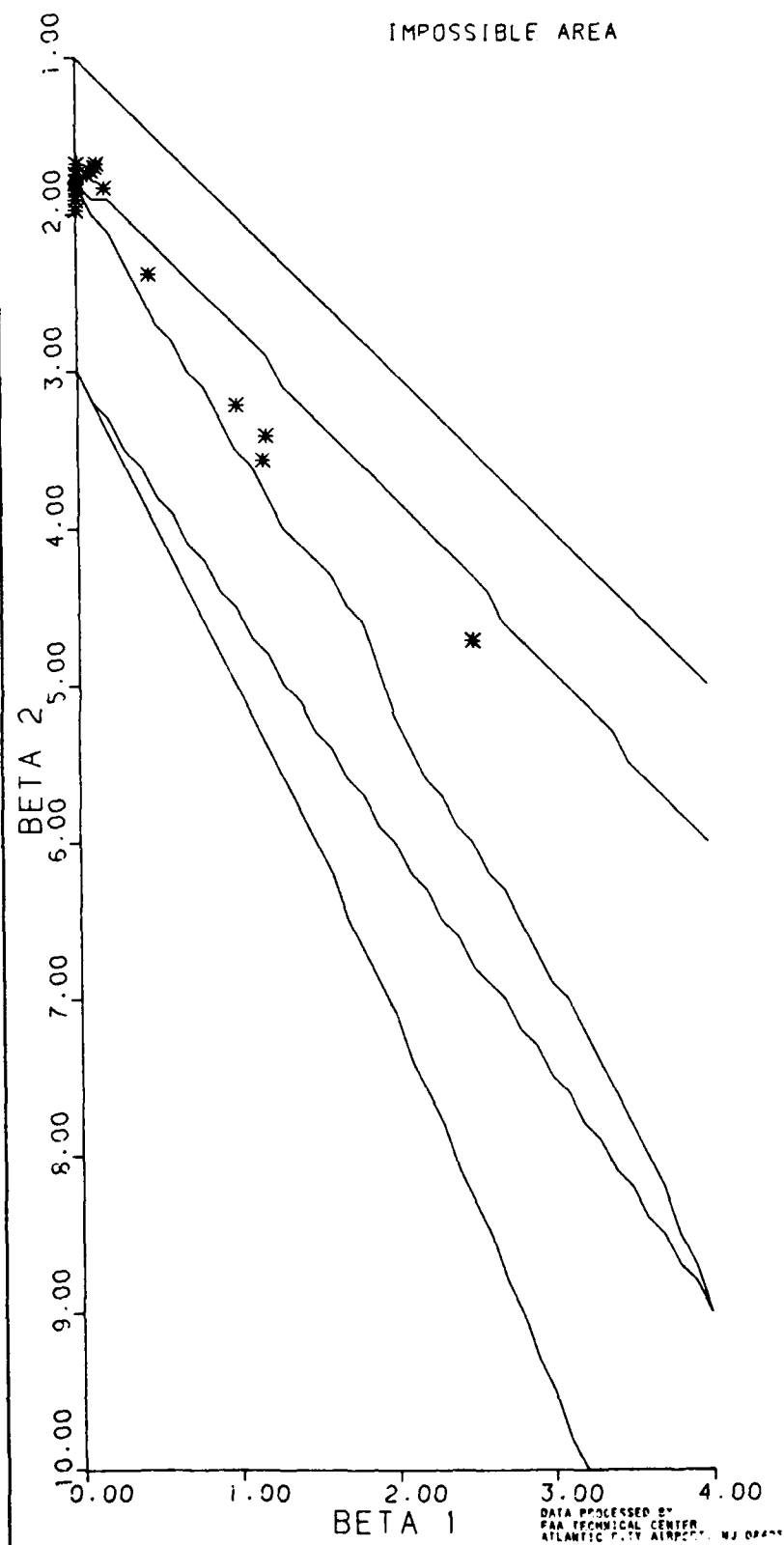
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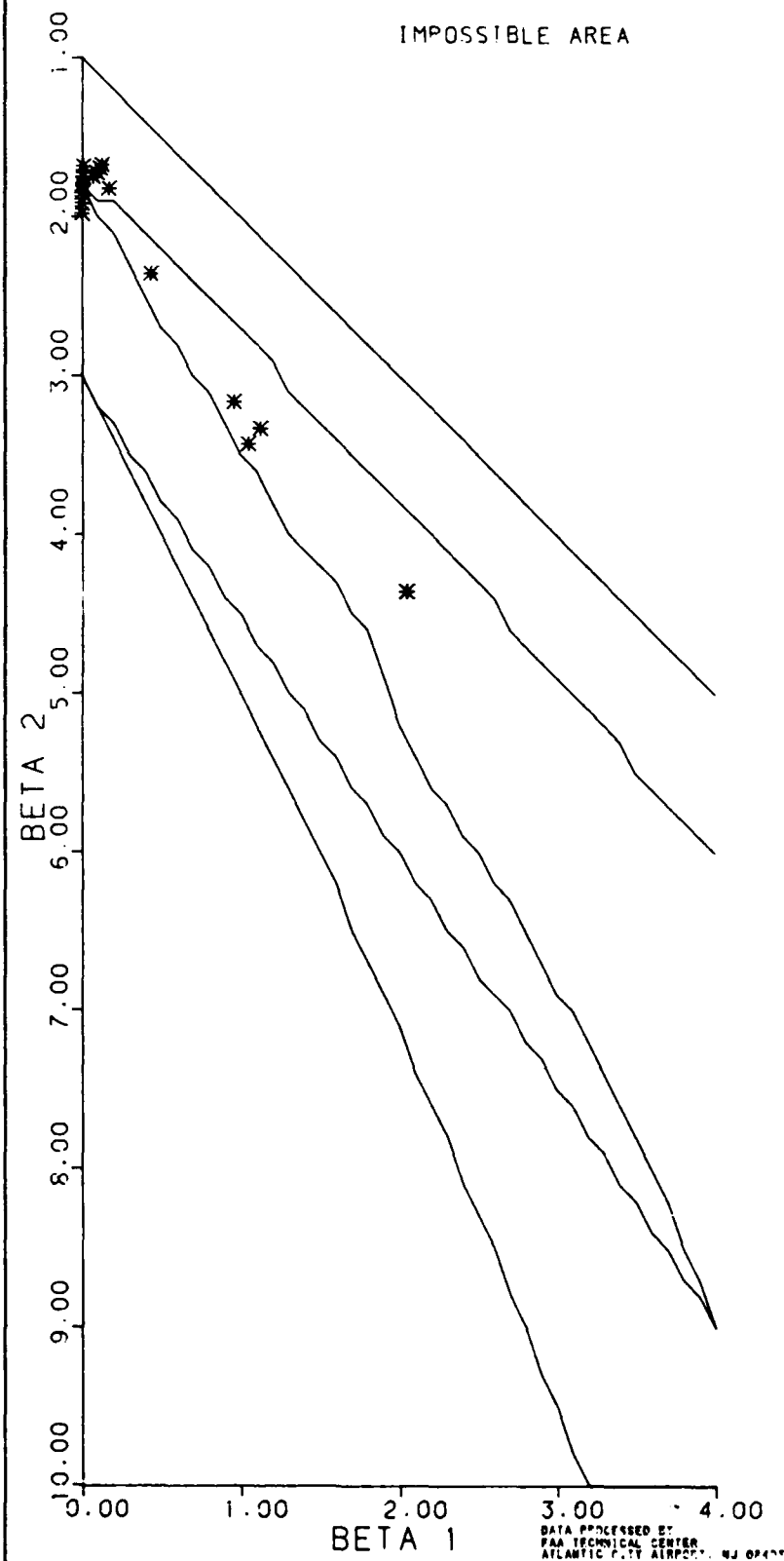
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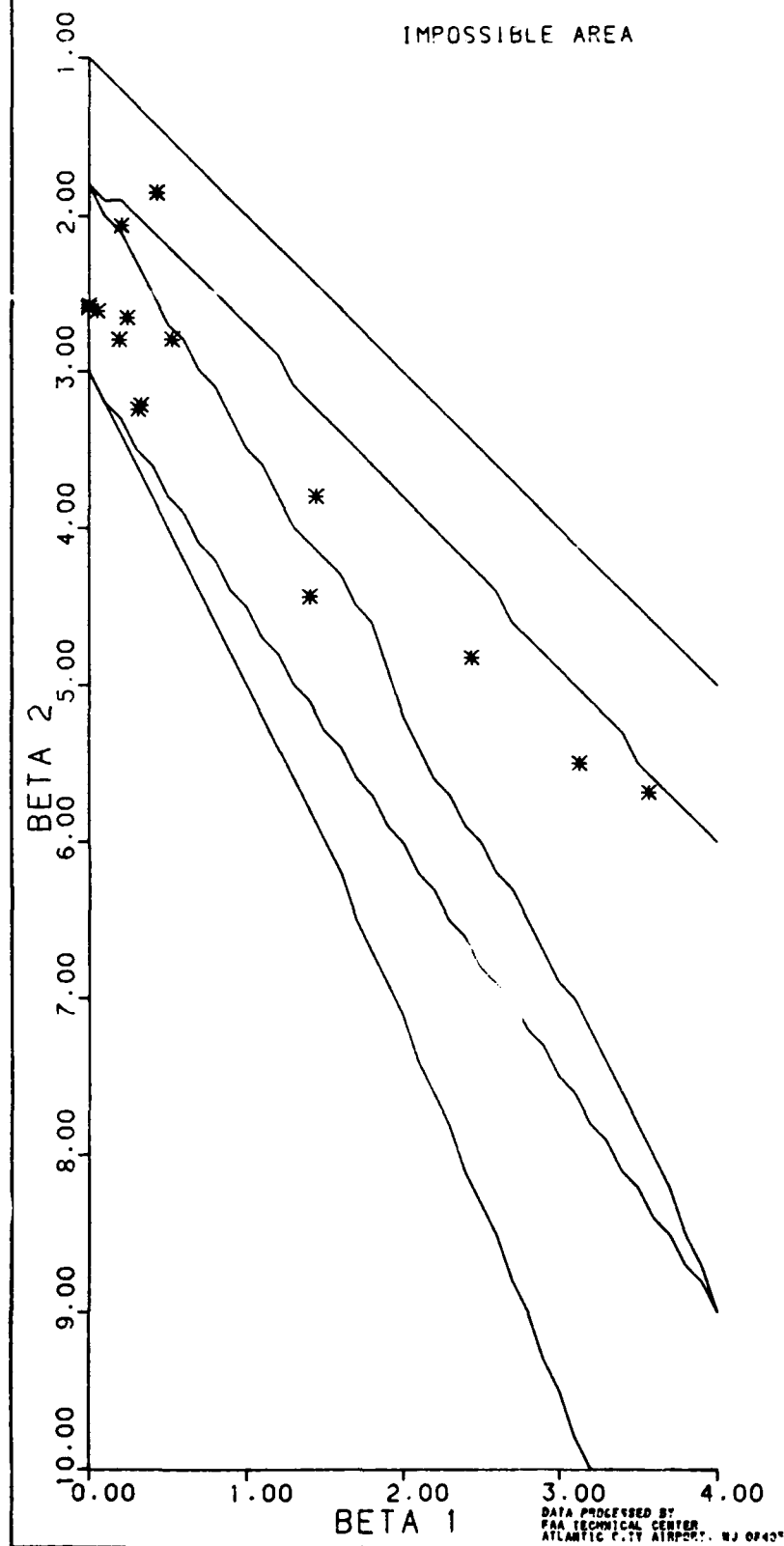
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 7.125 DEGREE CURVED APPROACHES  
 ALTITUDE ERROR (FT)



VMC DISTRIBUTION ANALYSIS -- S75 ONLY  
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 ANGULAR POSITION (DEG)

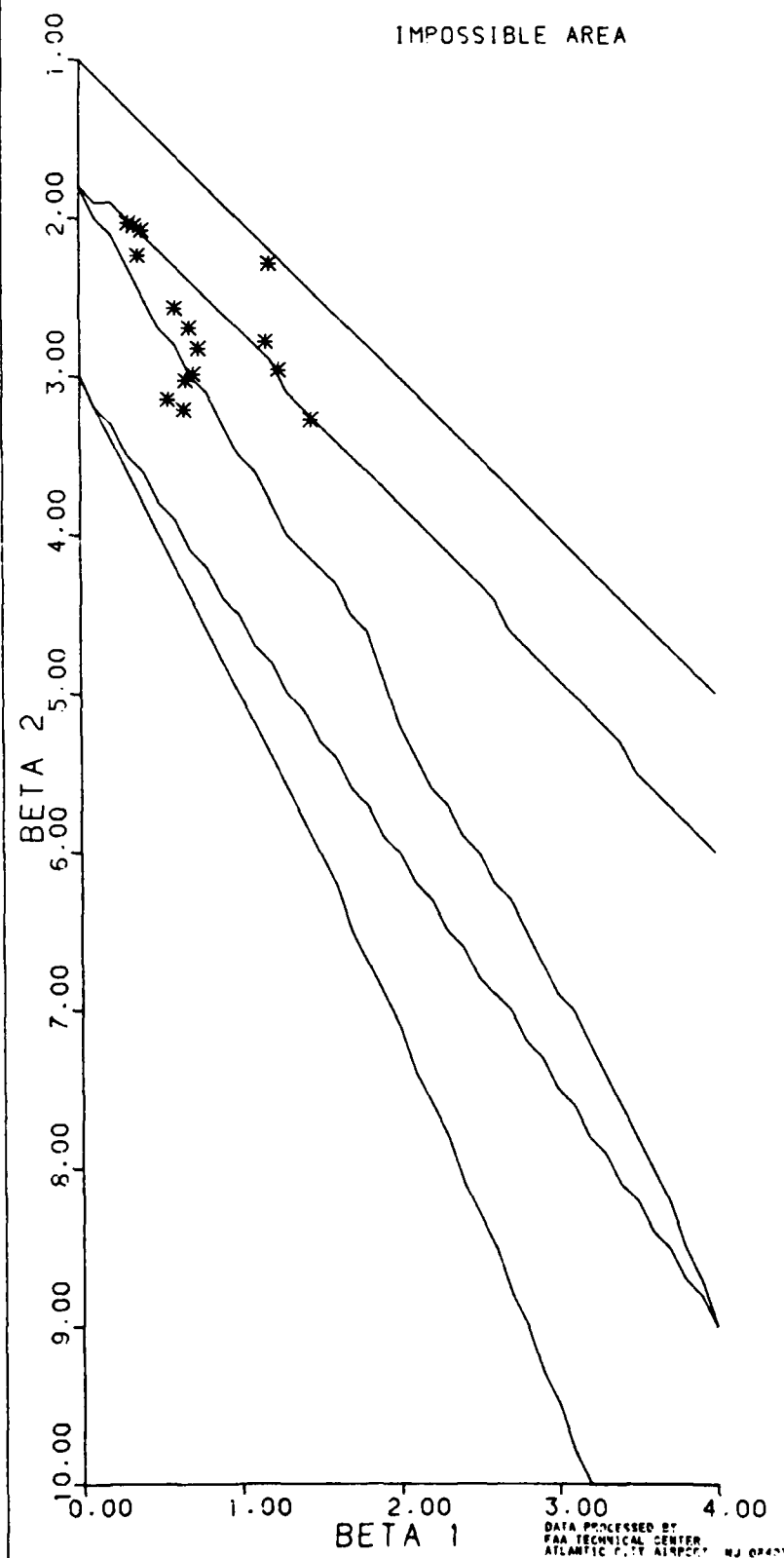


VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 8.000 DEGREE CURVED APPROACHES  
 CROSSTRACK POSITION (FT)

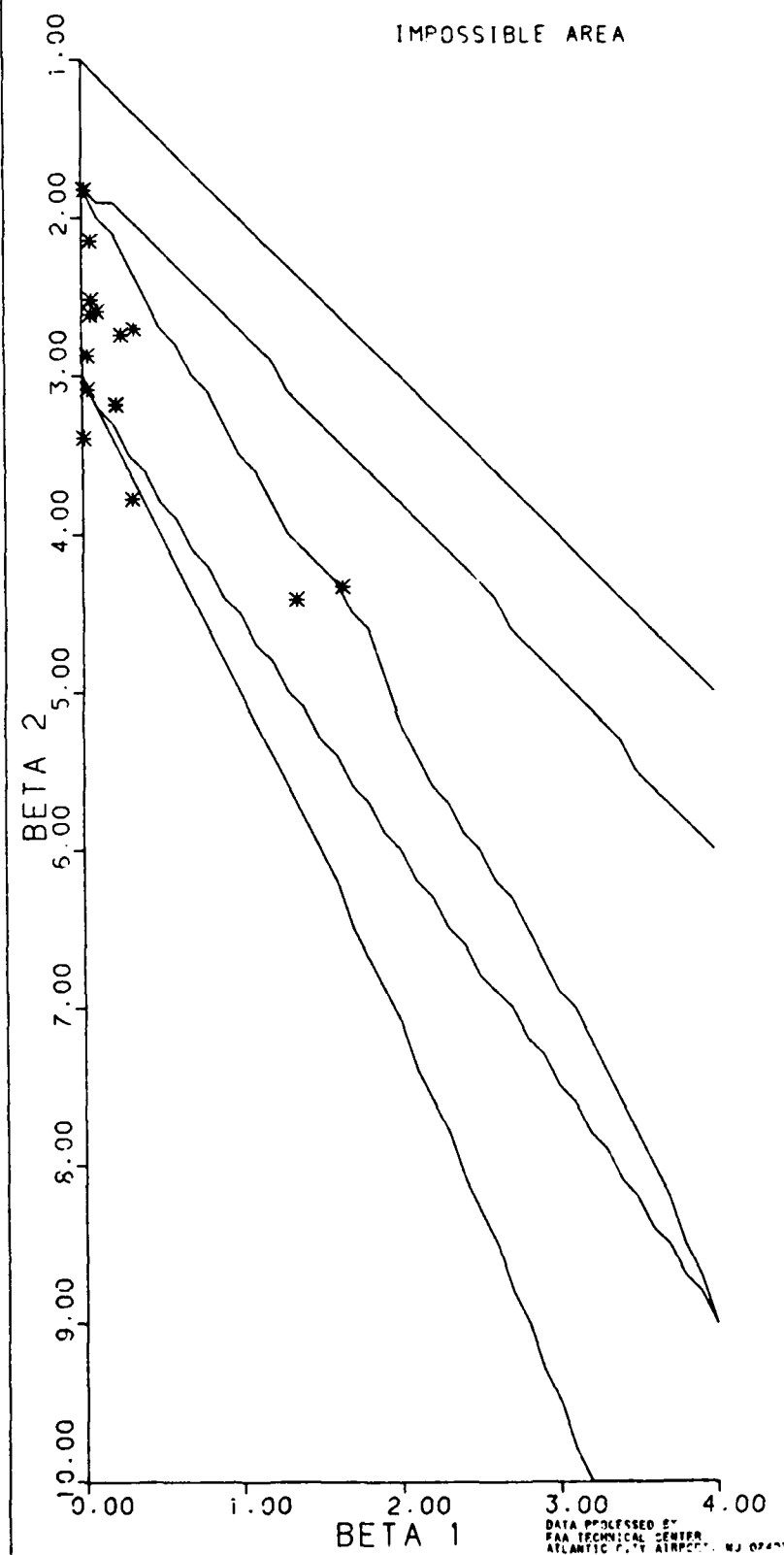




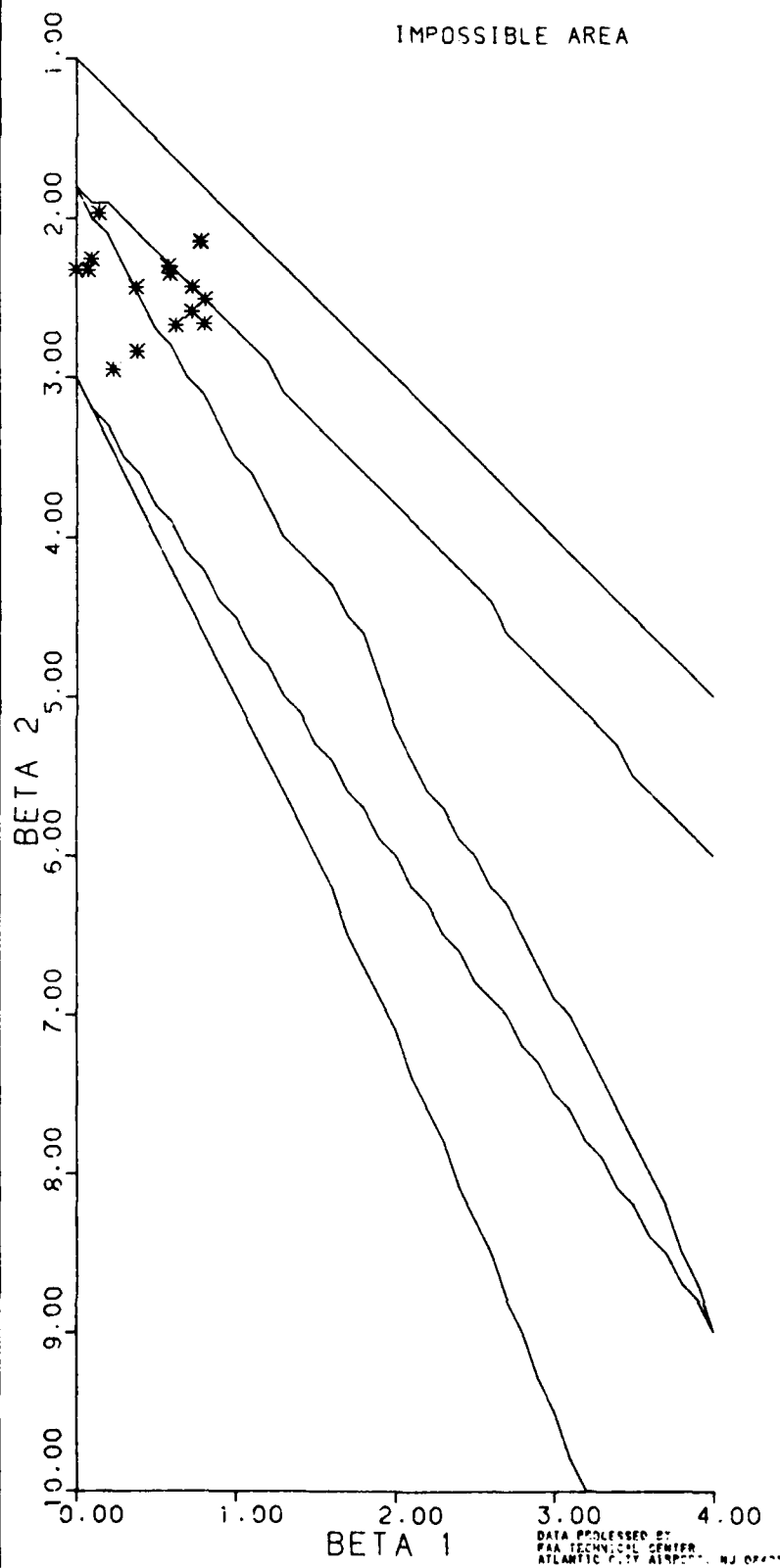
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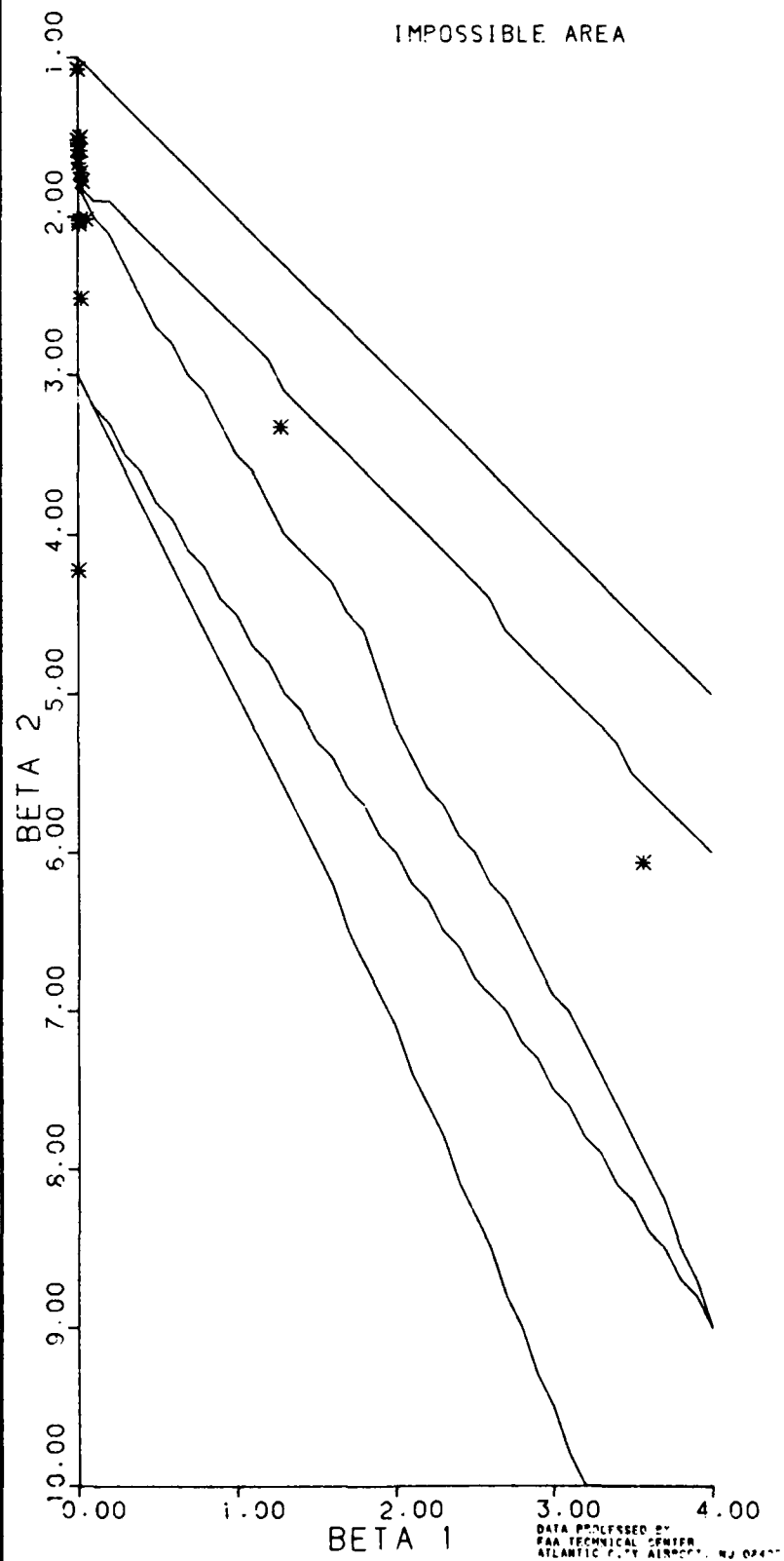
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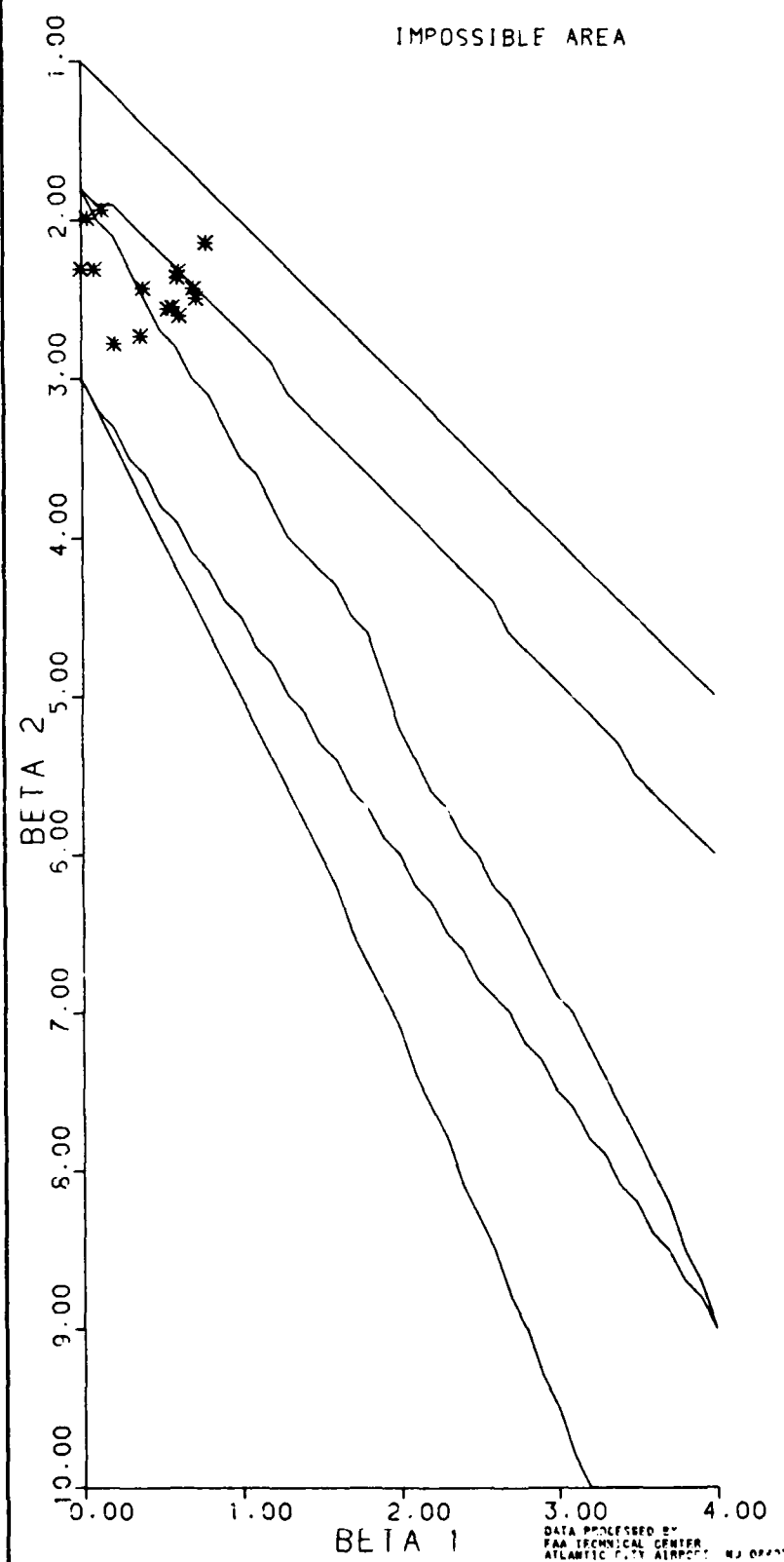
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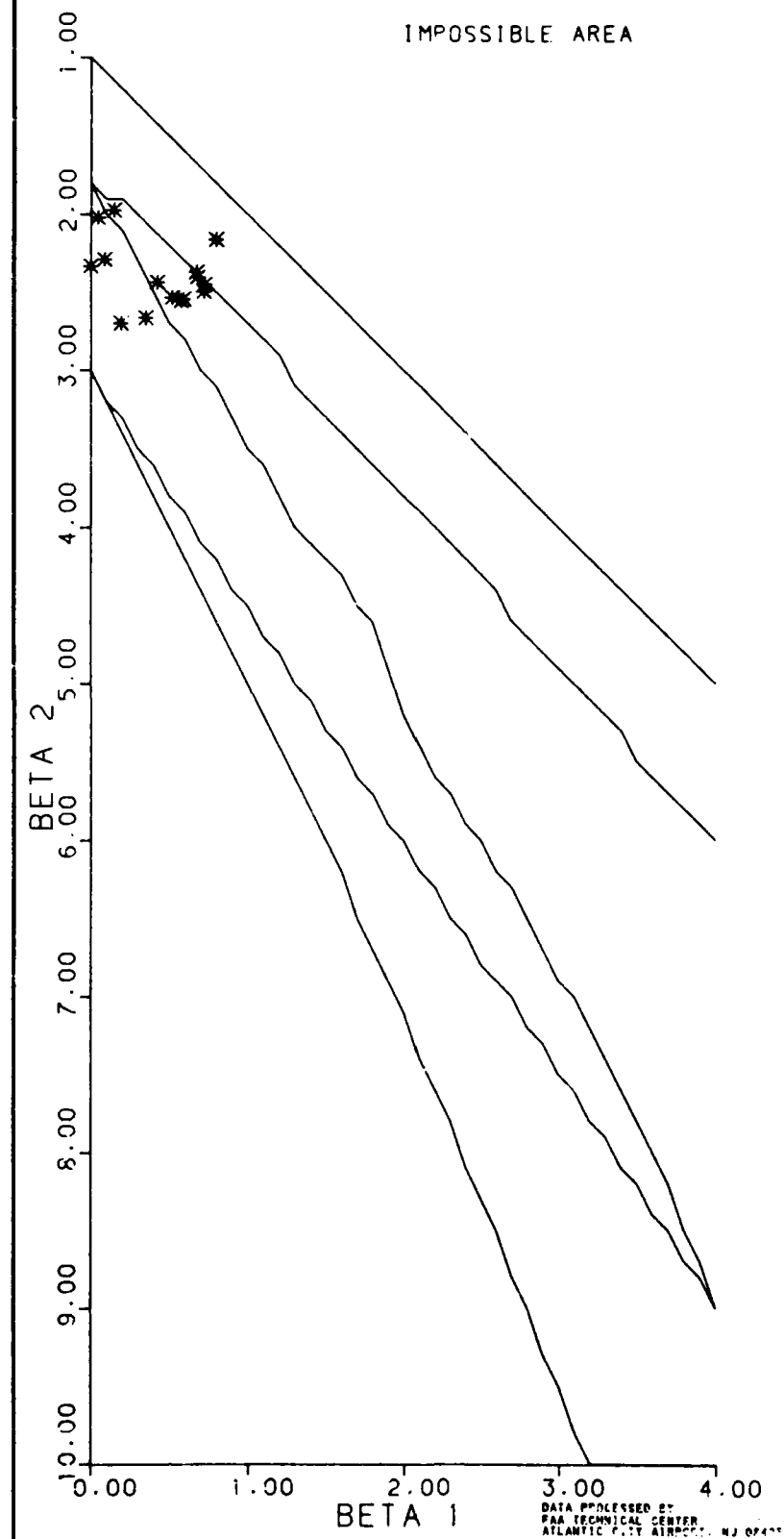
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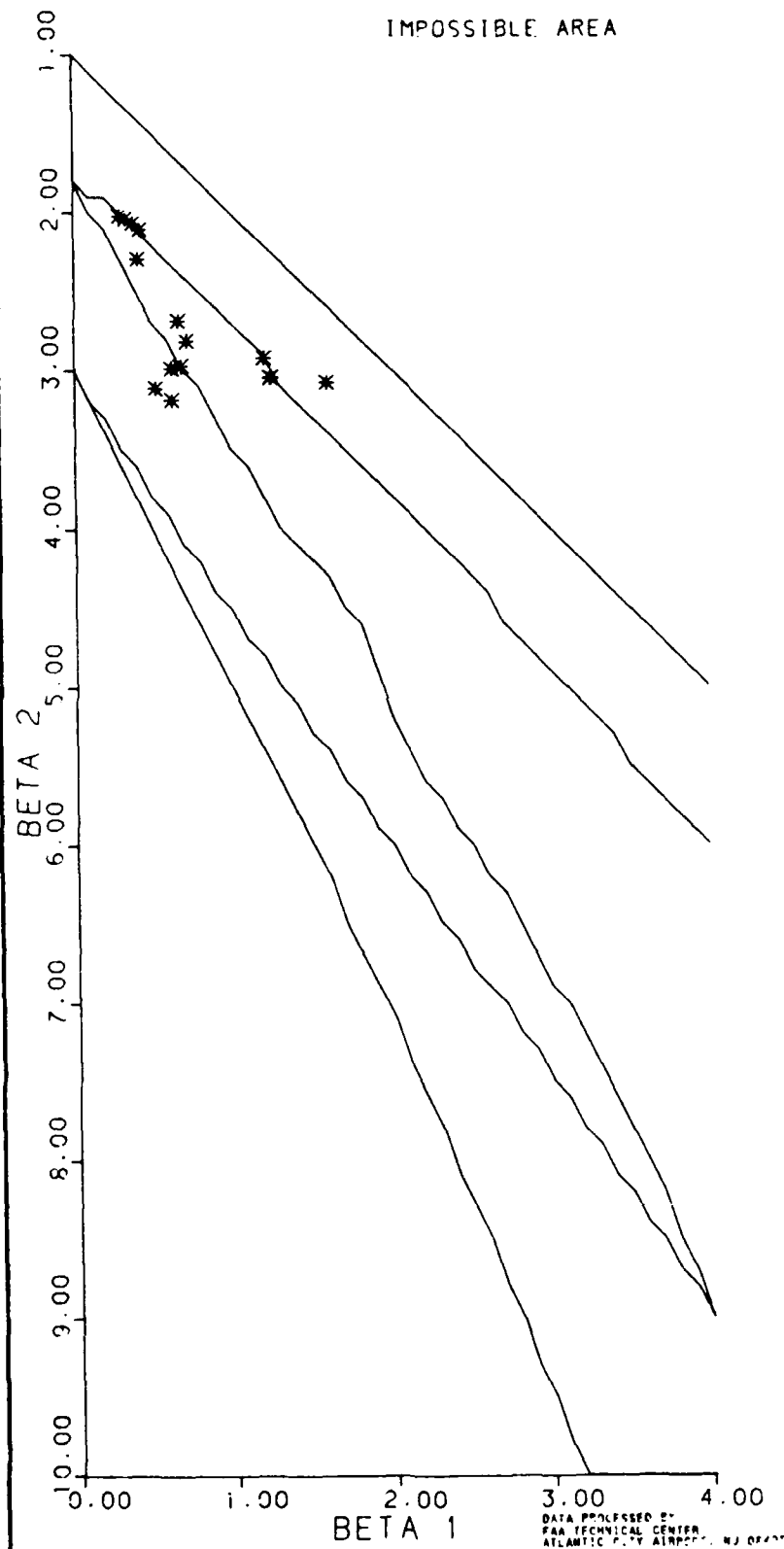
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 GROUND SPEED (KNOTS)



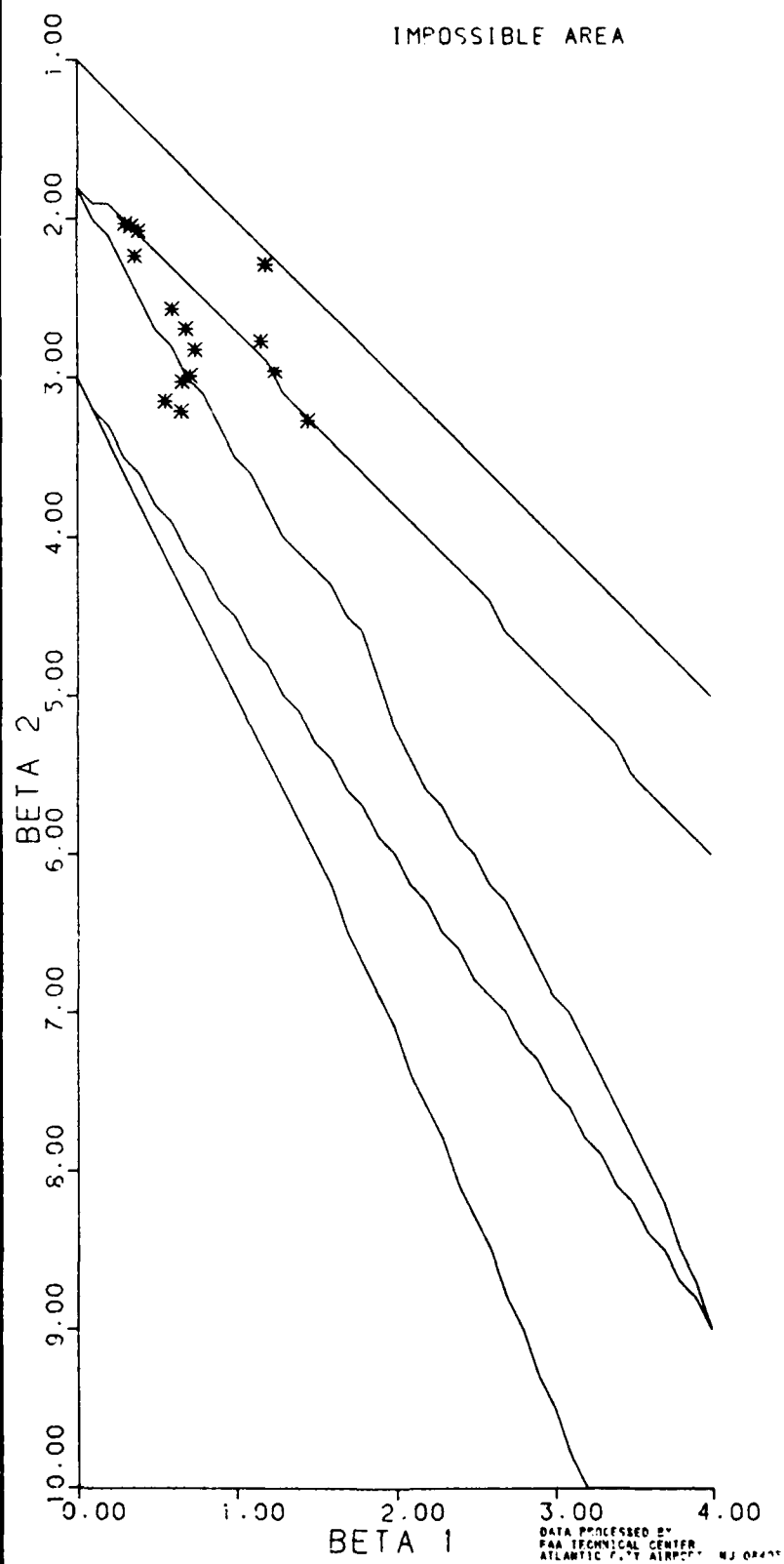
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 ALONGPATH SPEED (KNOTS)



VMC DISTRIBUTION ANALYSIS -- S75 ONLY  
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 ANGULAR ERROR (DEG)

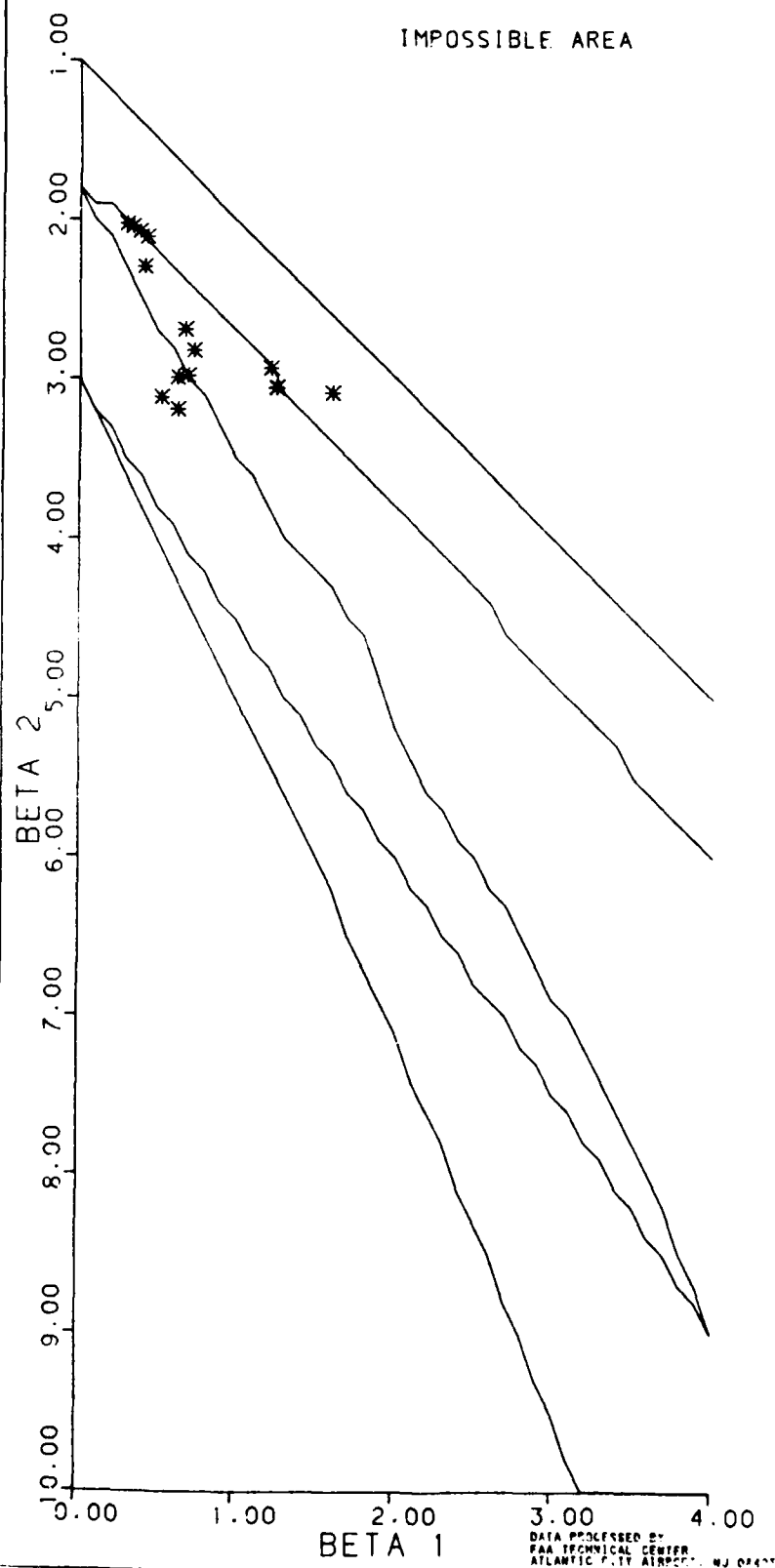


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 ALTITUDE ERROR (FT)

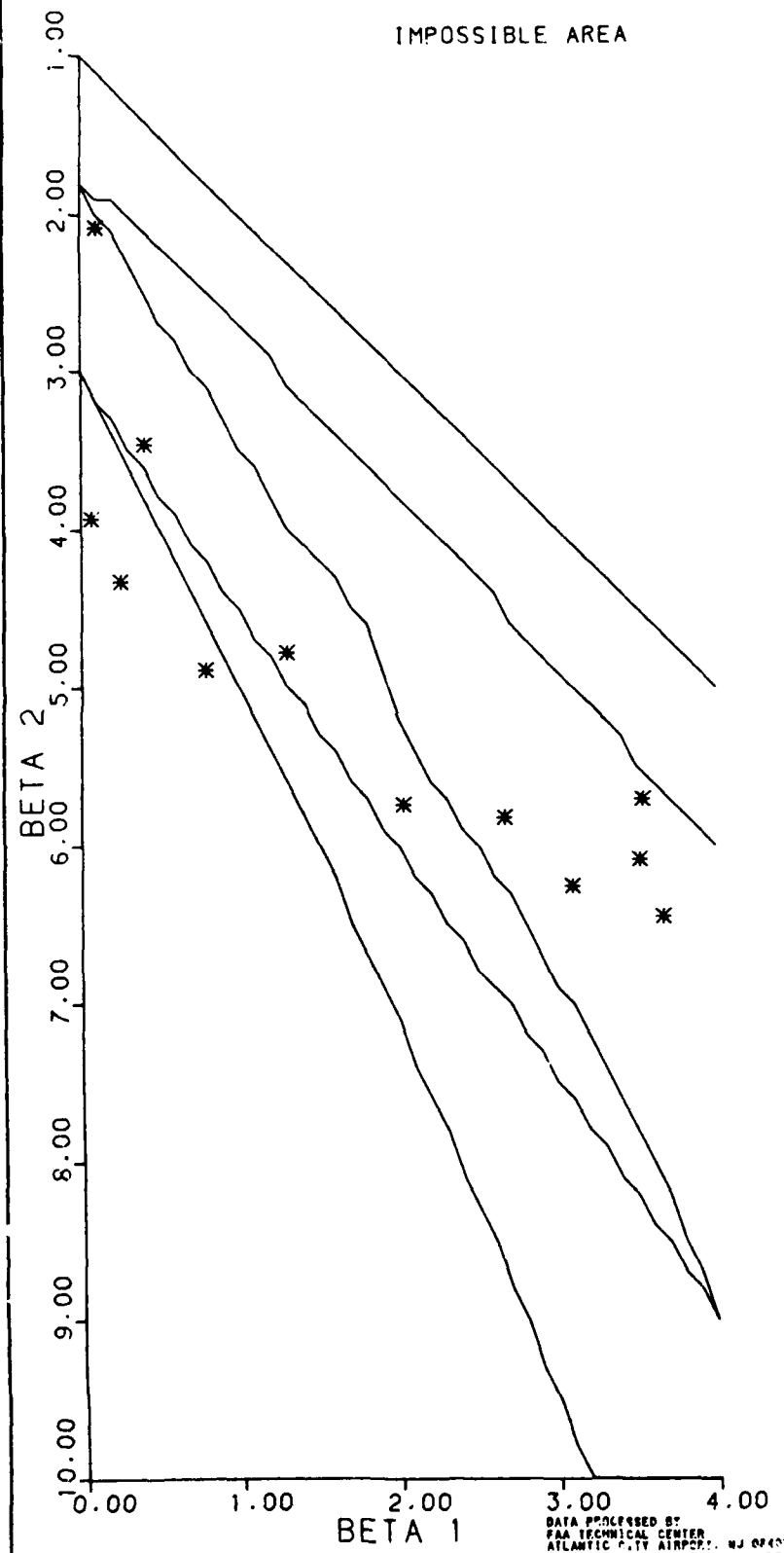




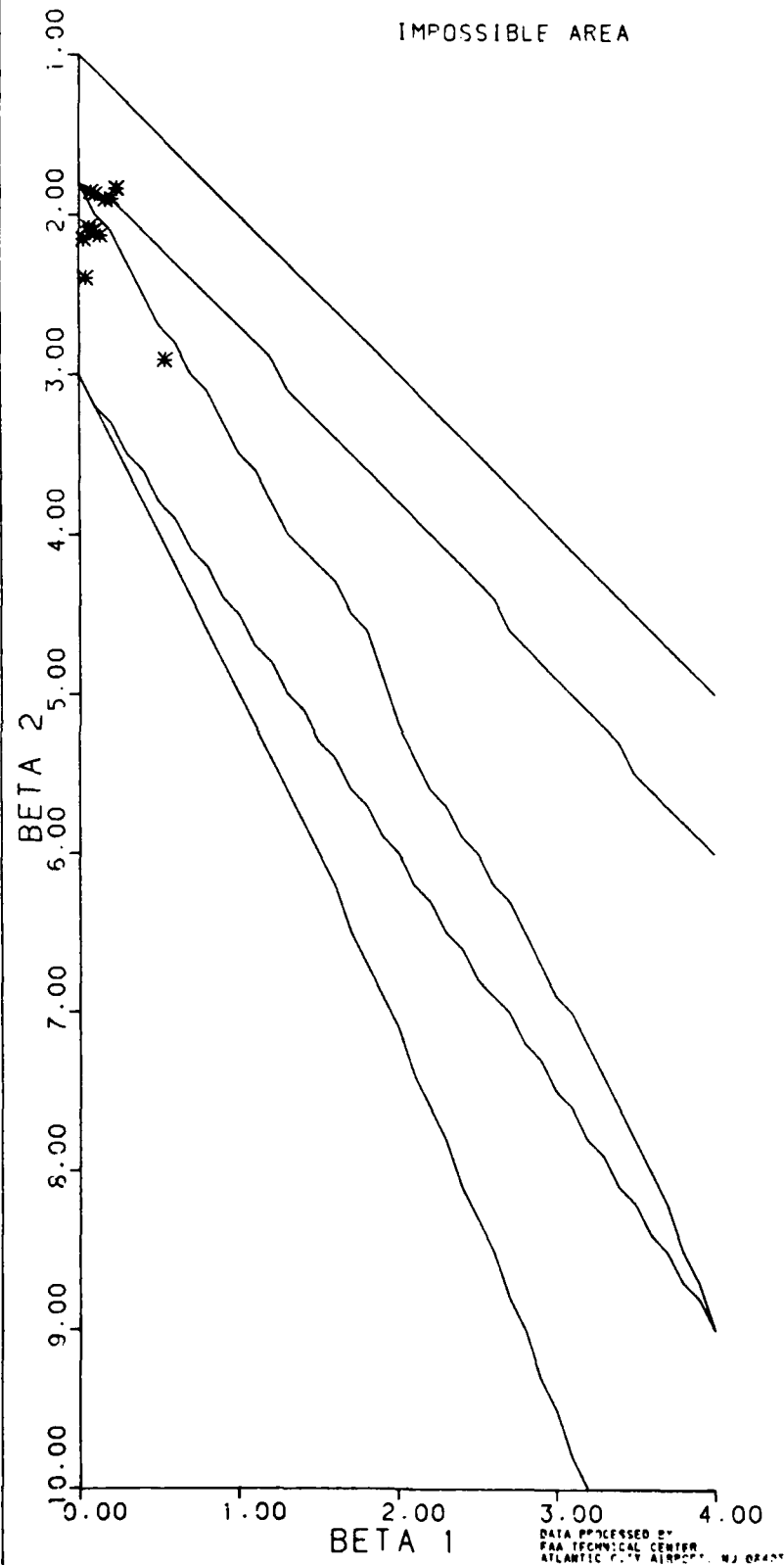
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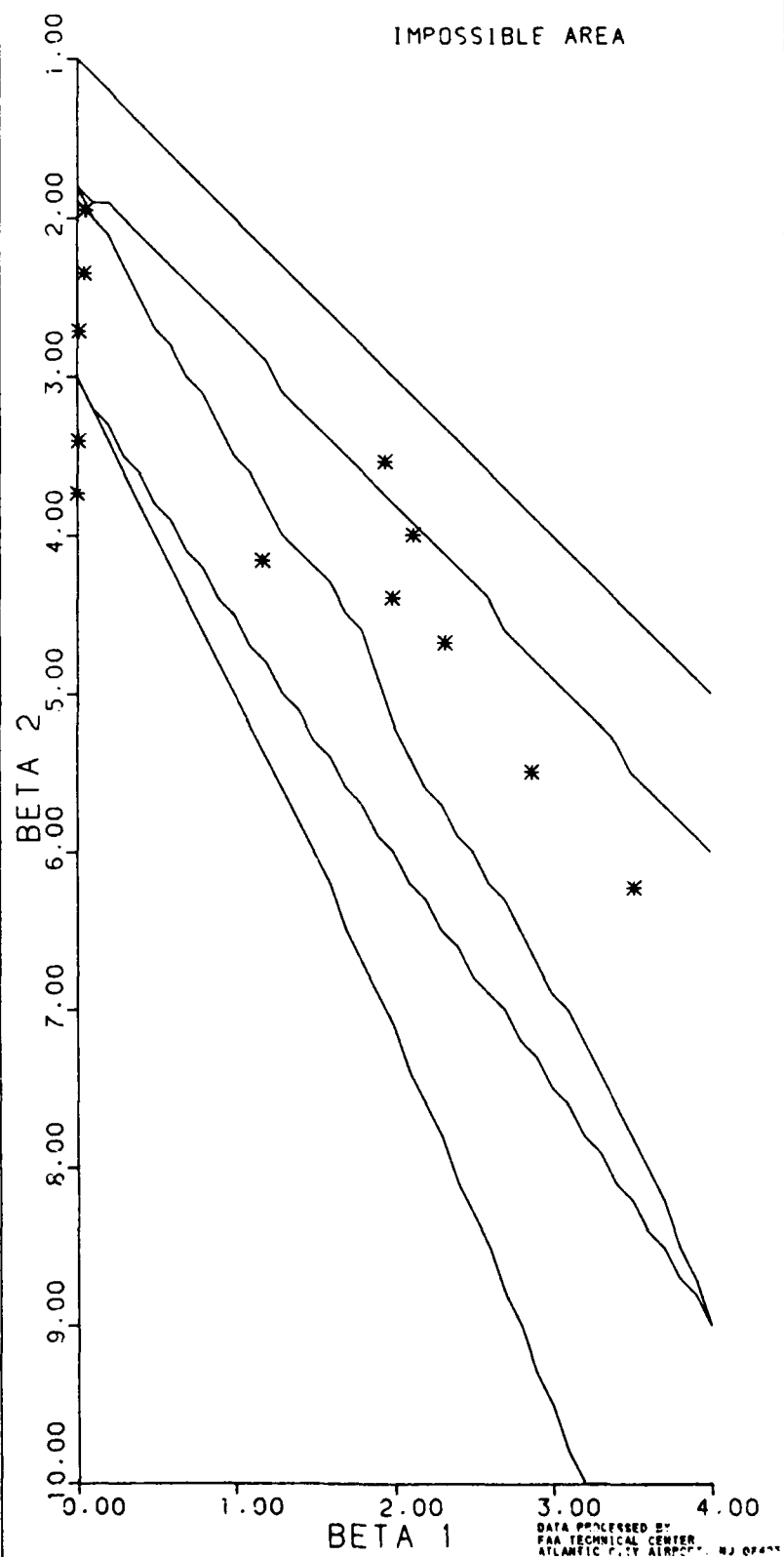
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 CROSSTRACK POSITION (FT)



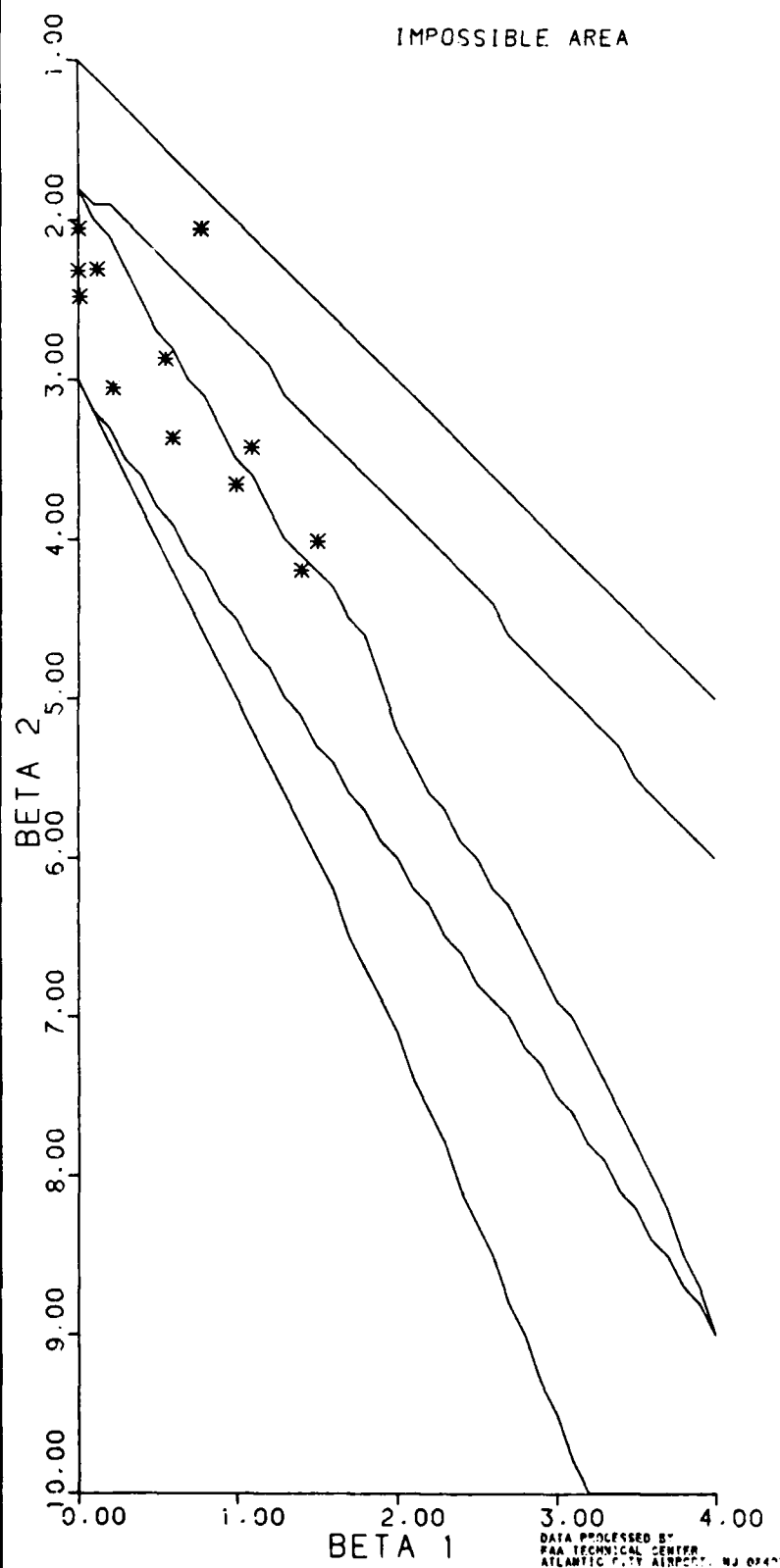
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 ALTITUDE (FT)



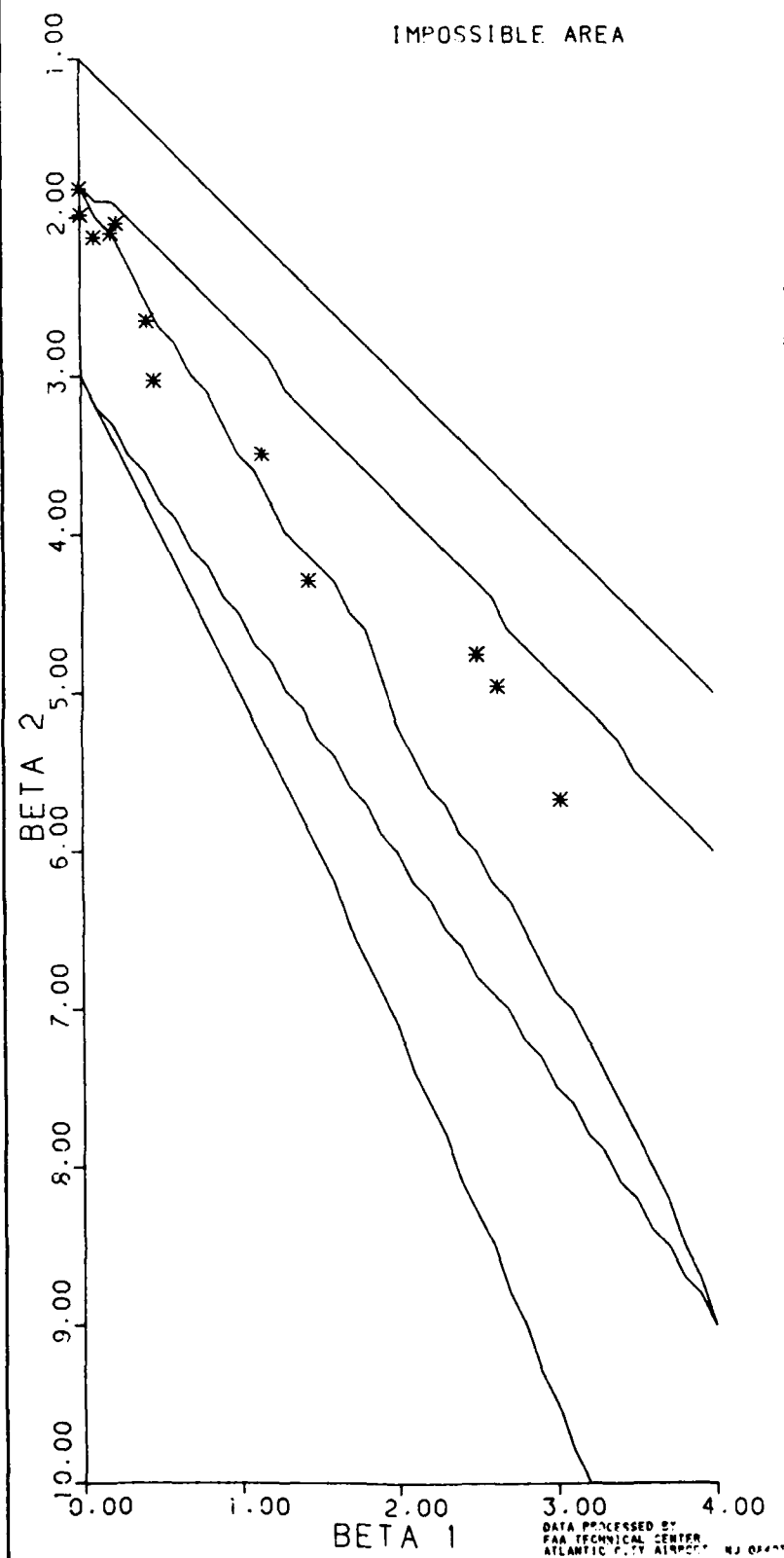
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 CROSSTRACK VELOCITY (FPM)



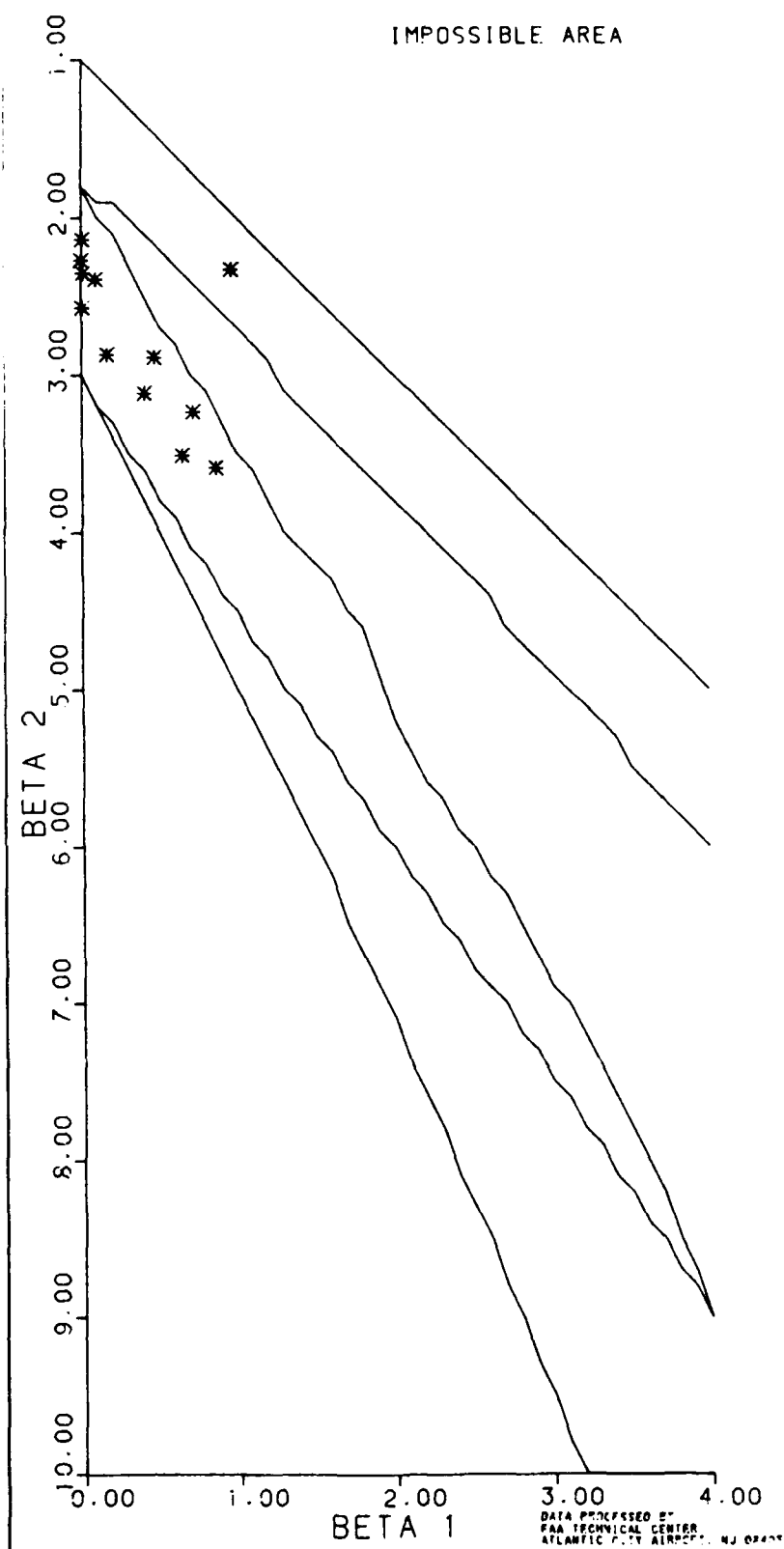
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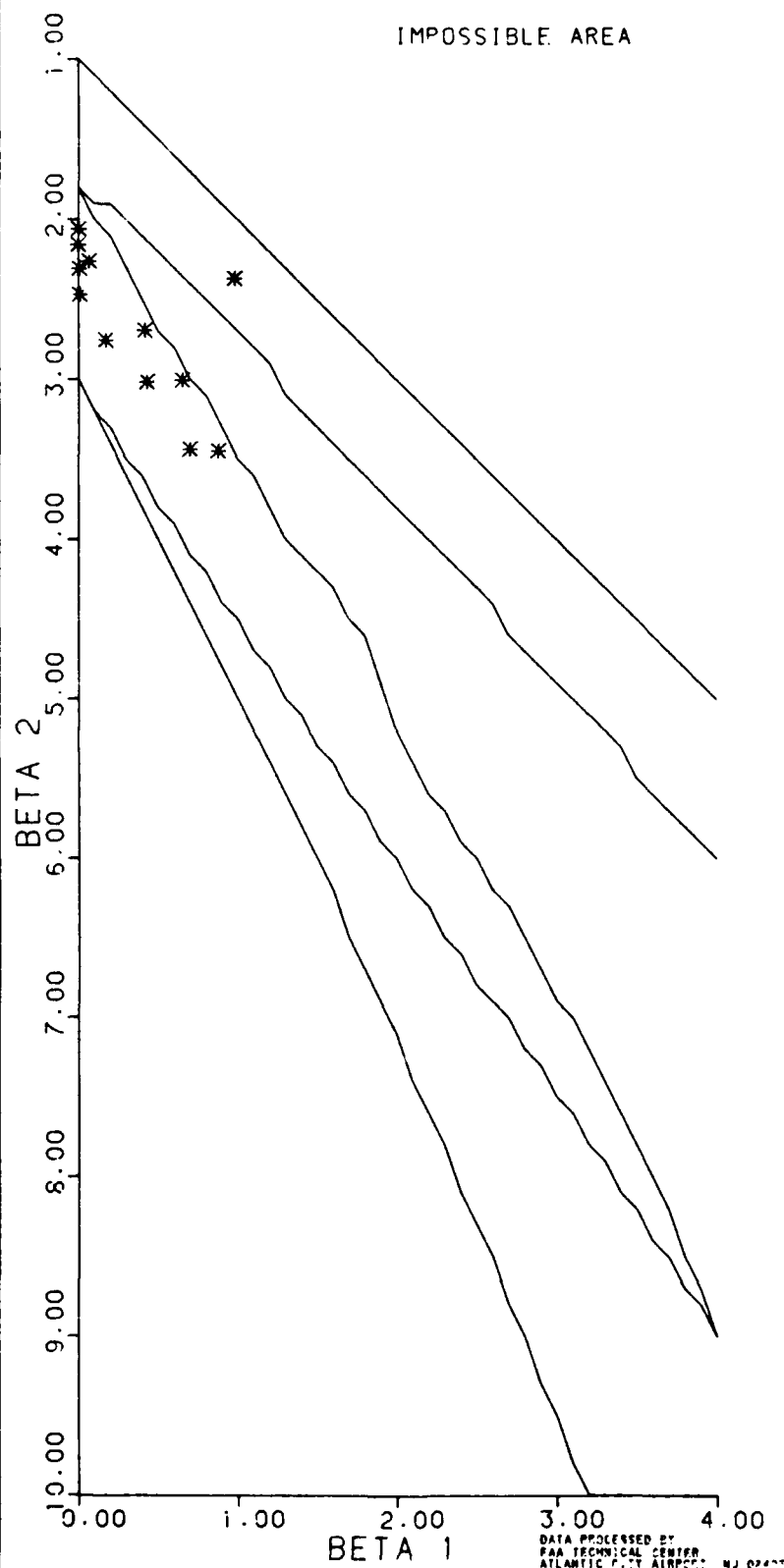
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 VERTICAL VELOCITY (FPM)



VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 10.00 DEGREE CURVED APPROACHES  
 GROUND SPEED (KNOTS)

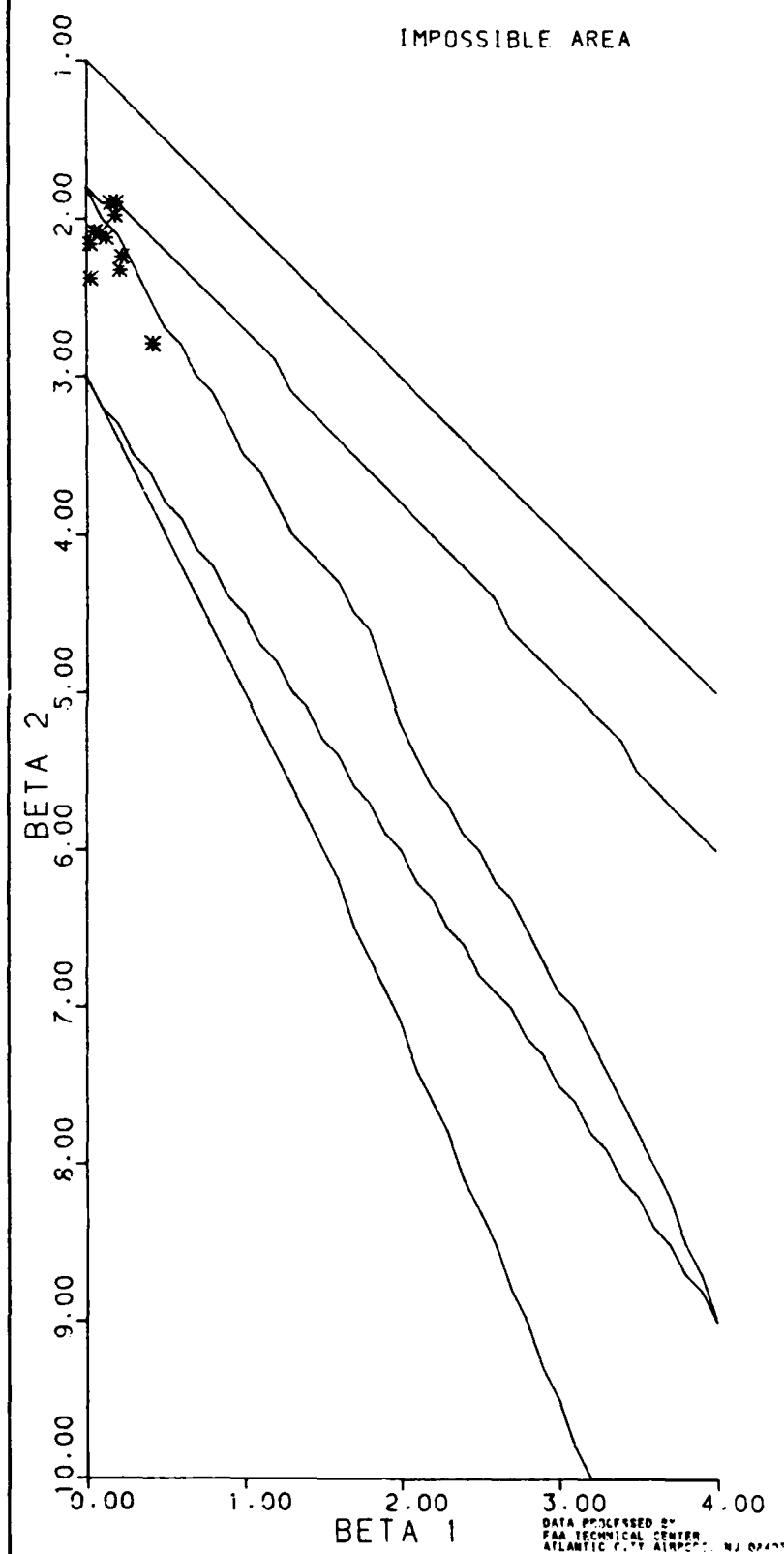


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 ALONGPATH SPEED (KNOTS)

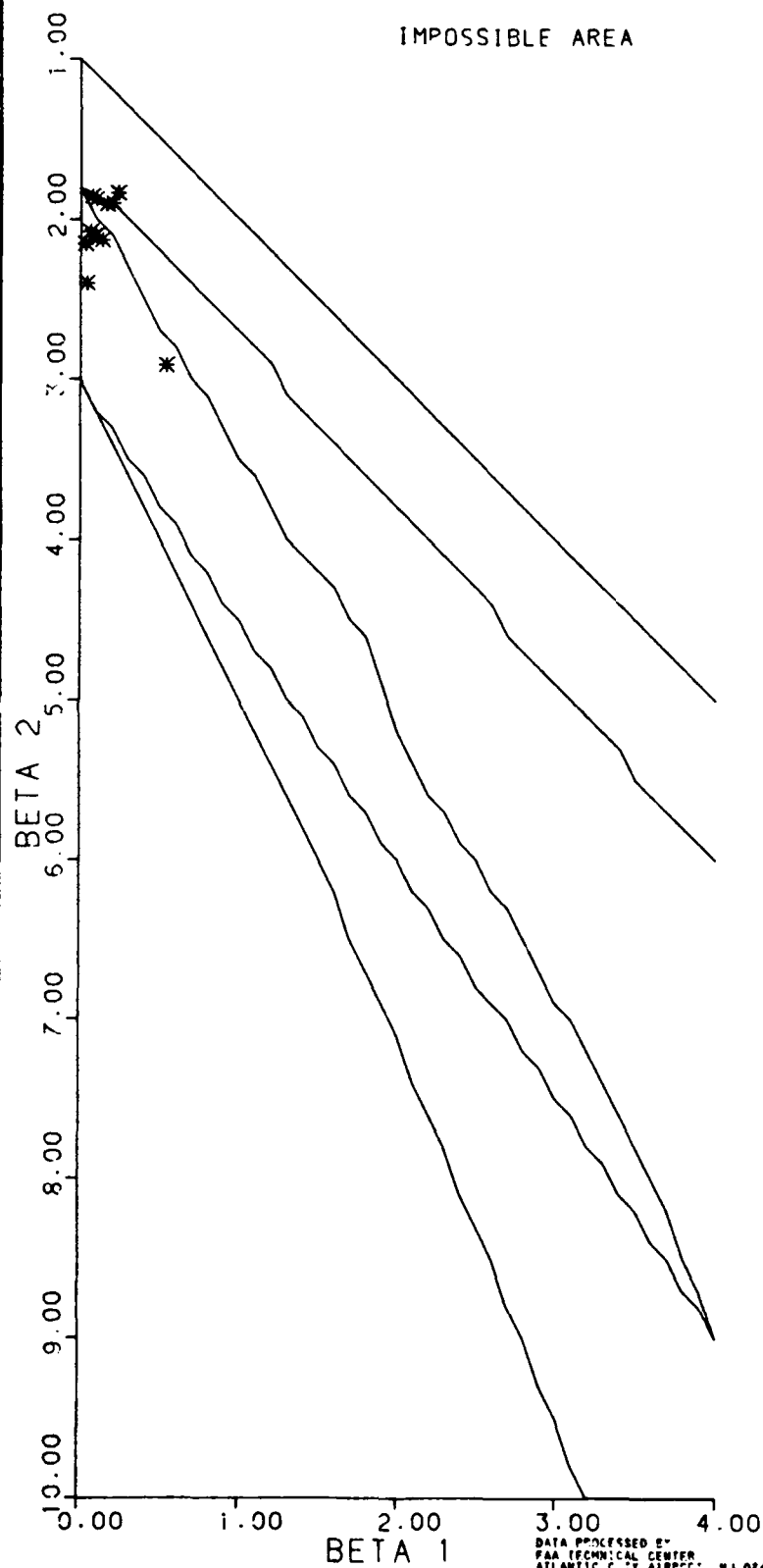




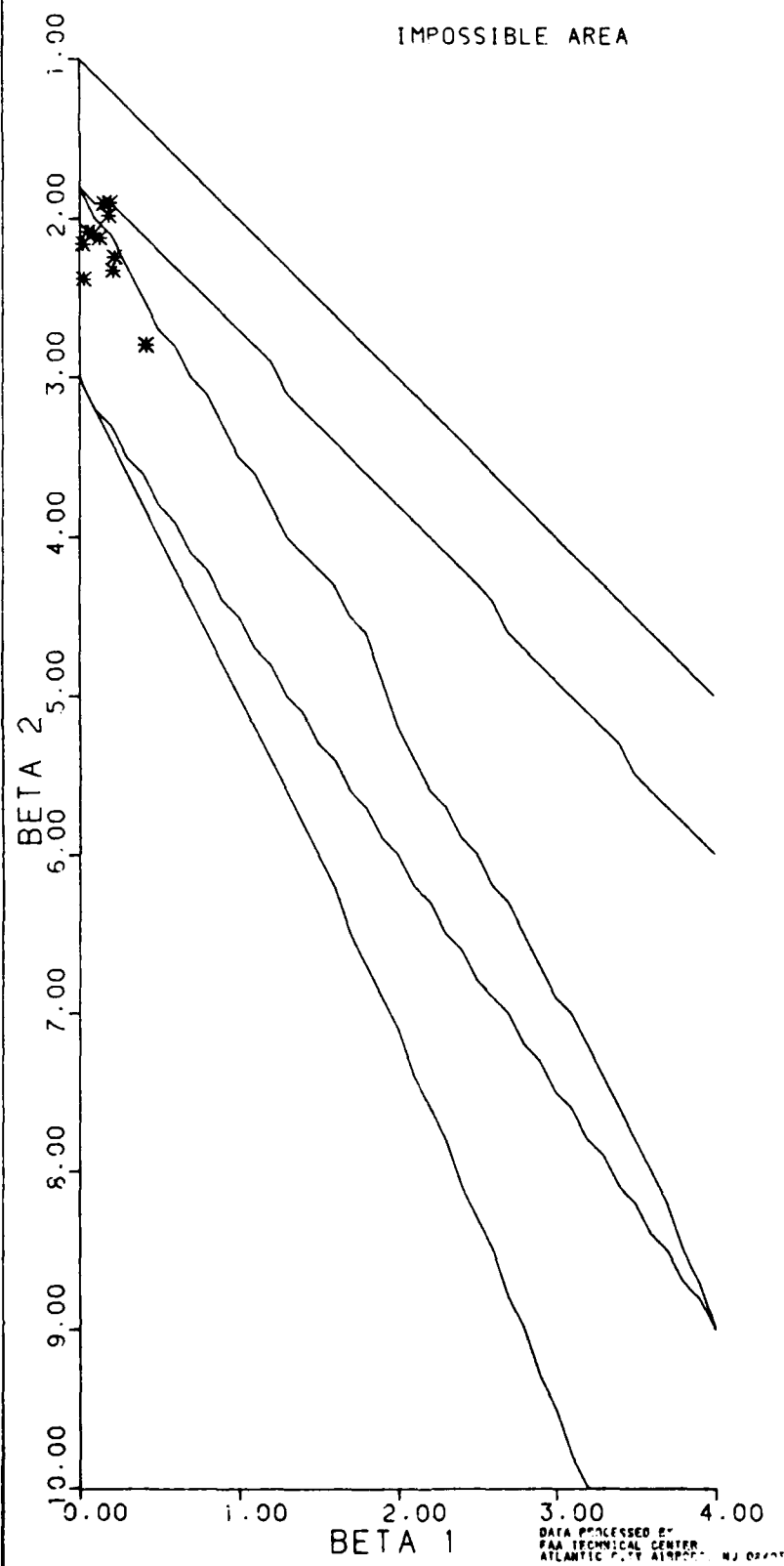
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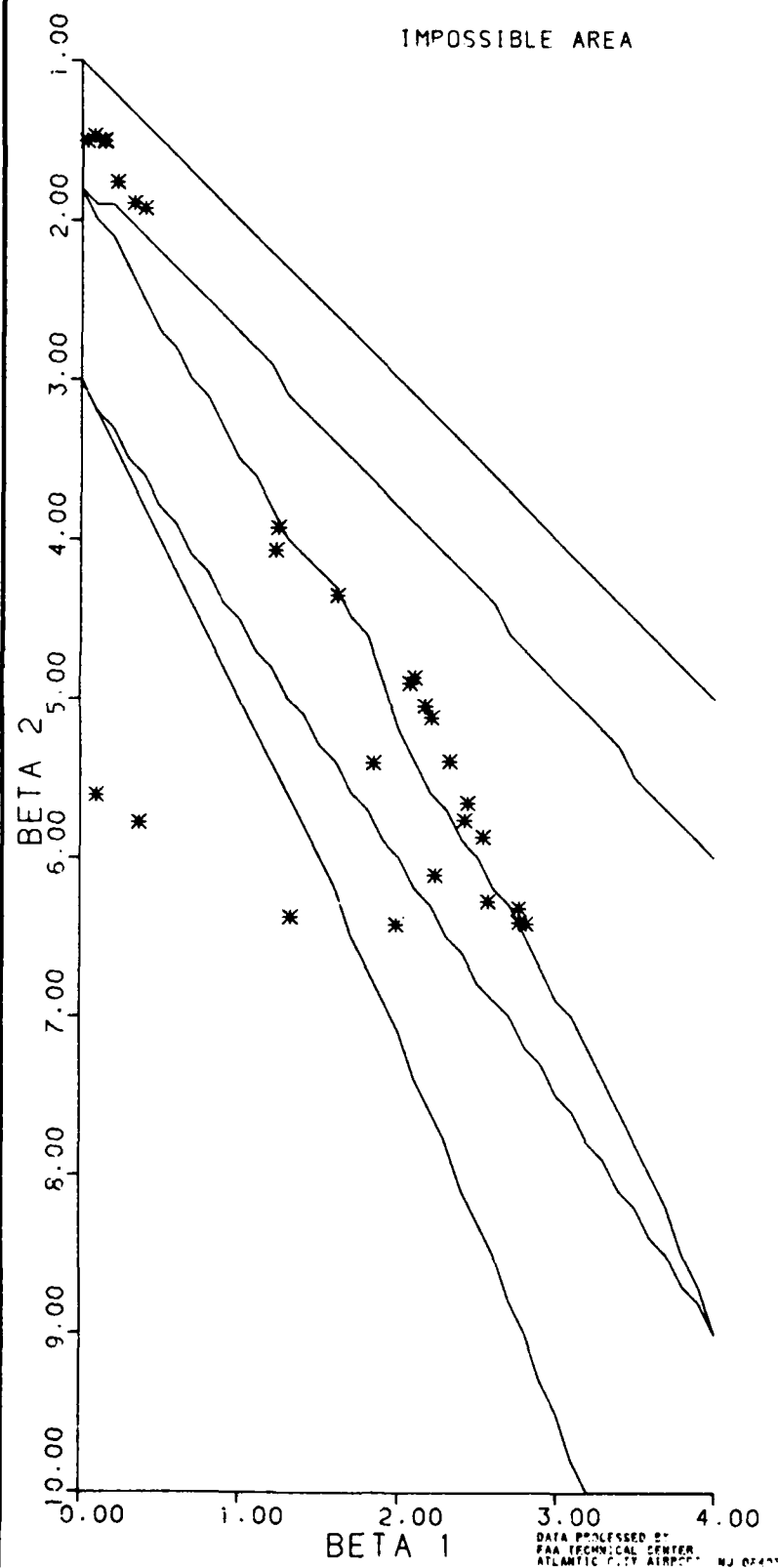
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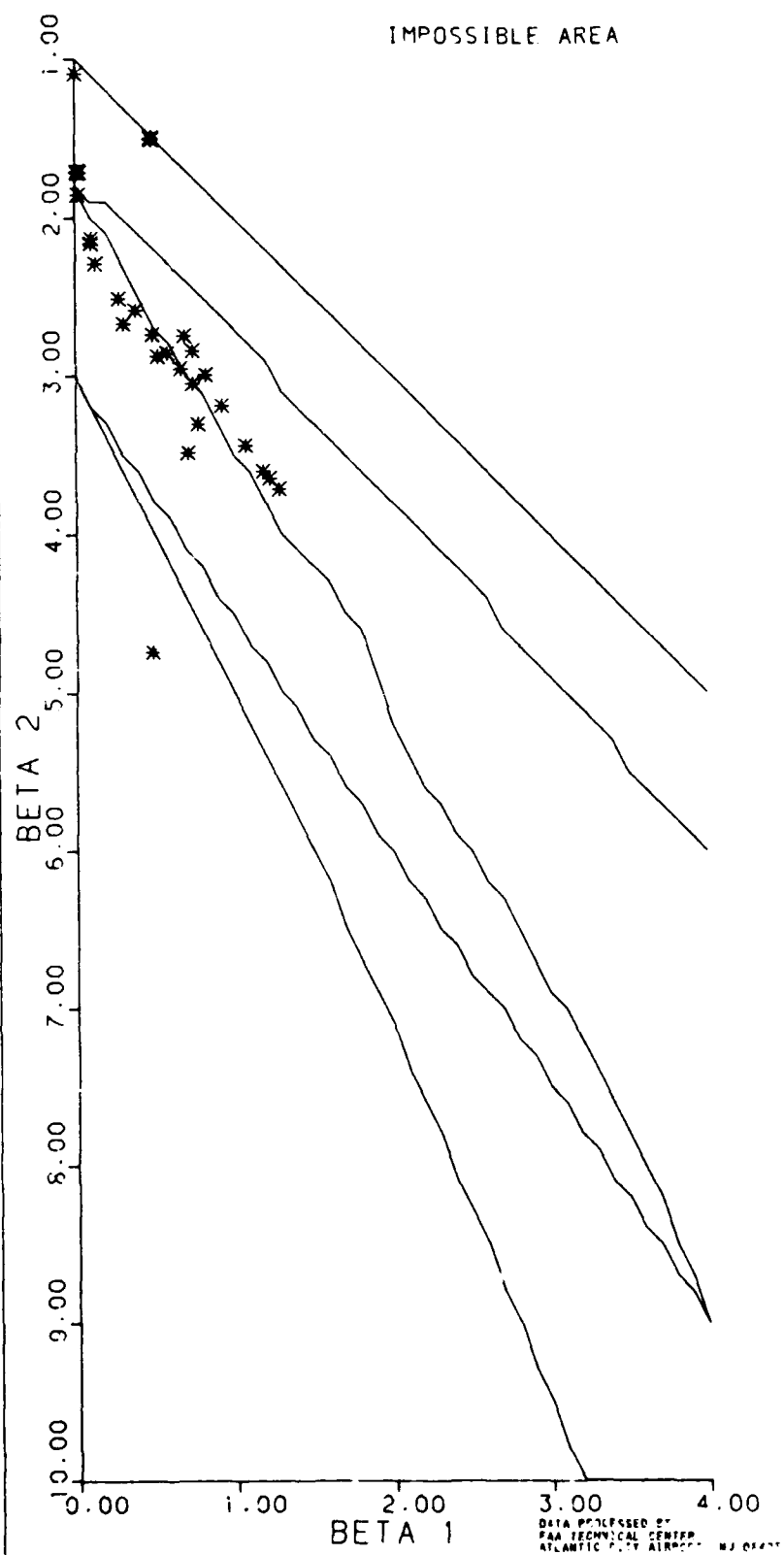
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 ANGULAR POSITION (DEG)



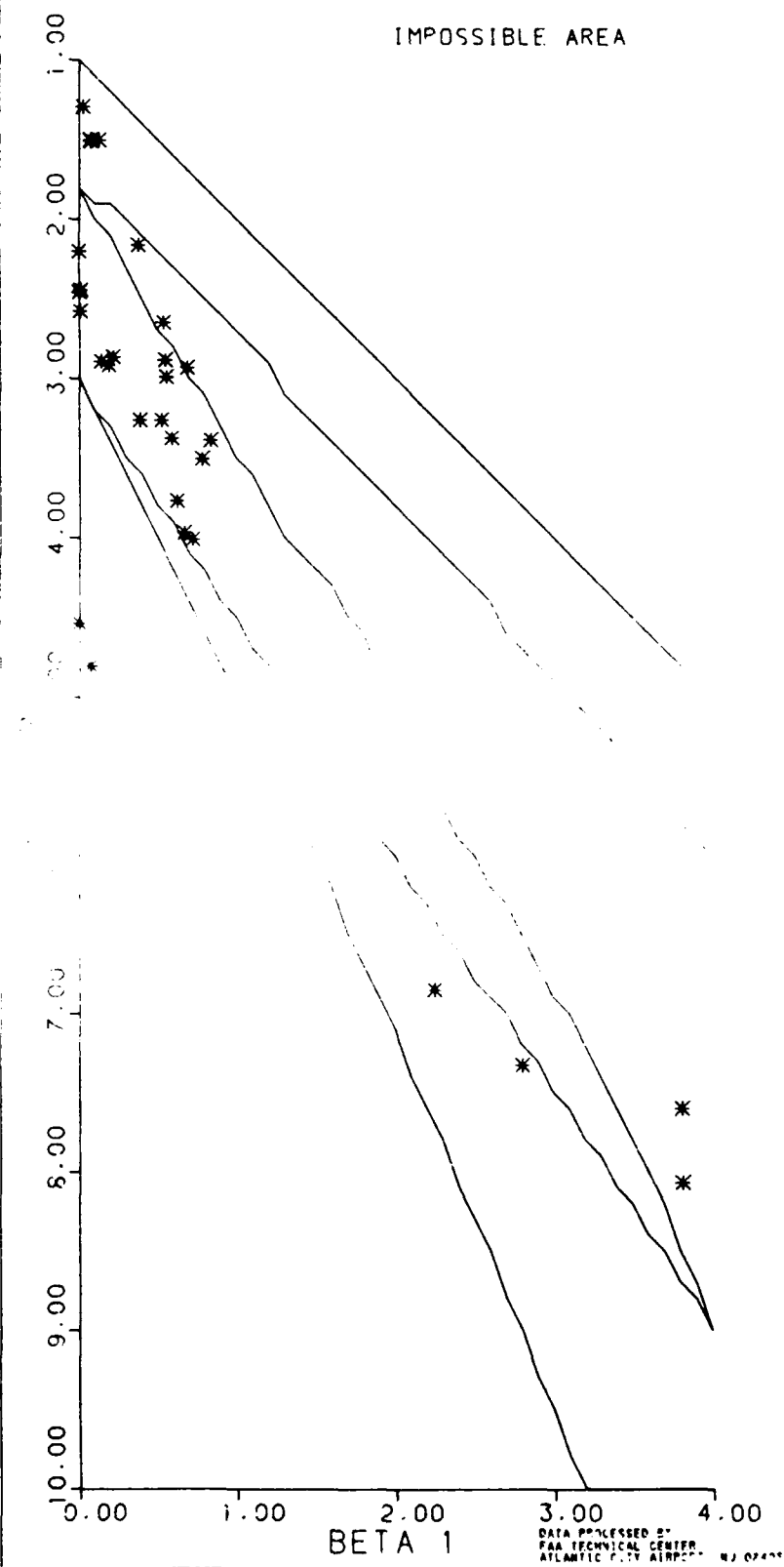
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 7.125 DEGREE STRAIGHT OUT DEPARTURES  
 CROSSTRACK POSITION (FT)



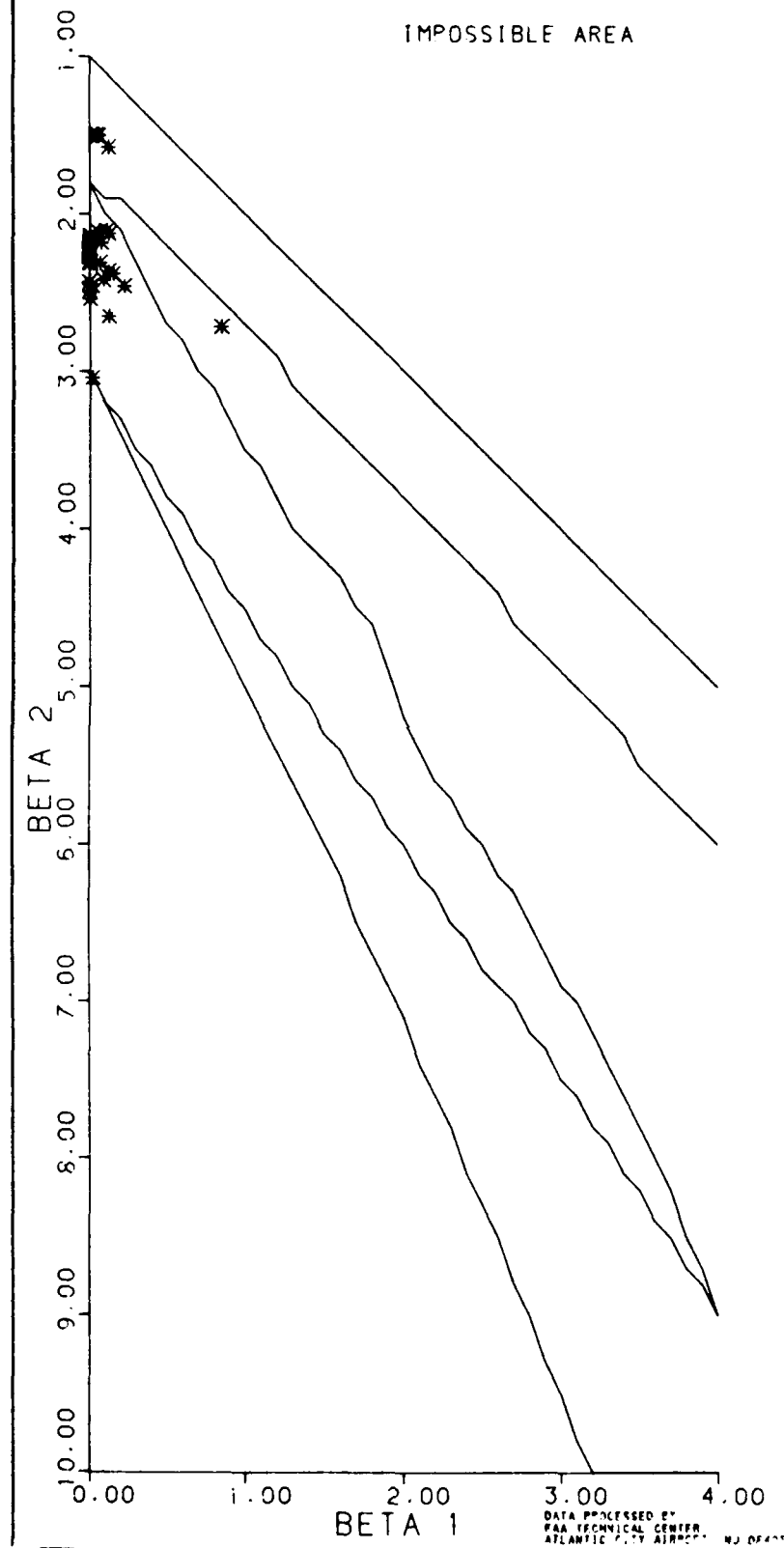
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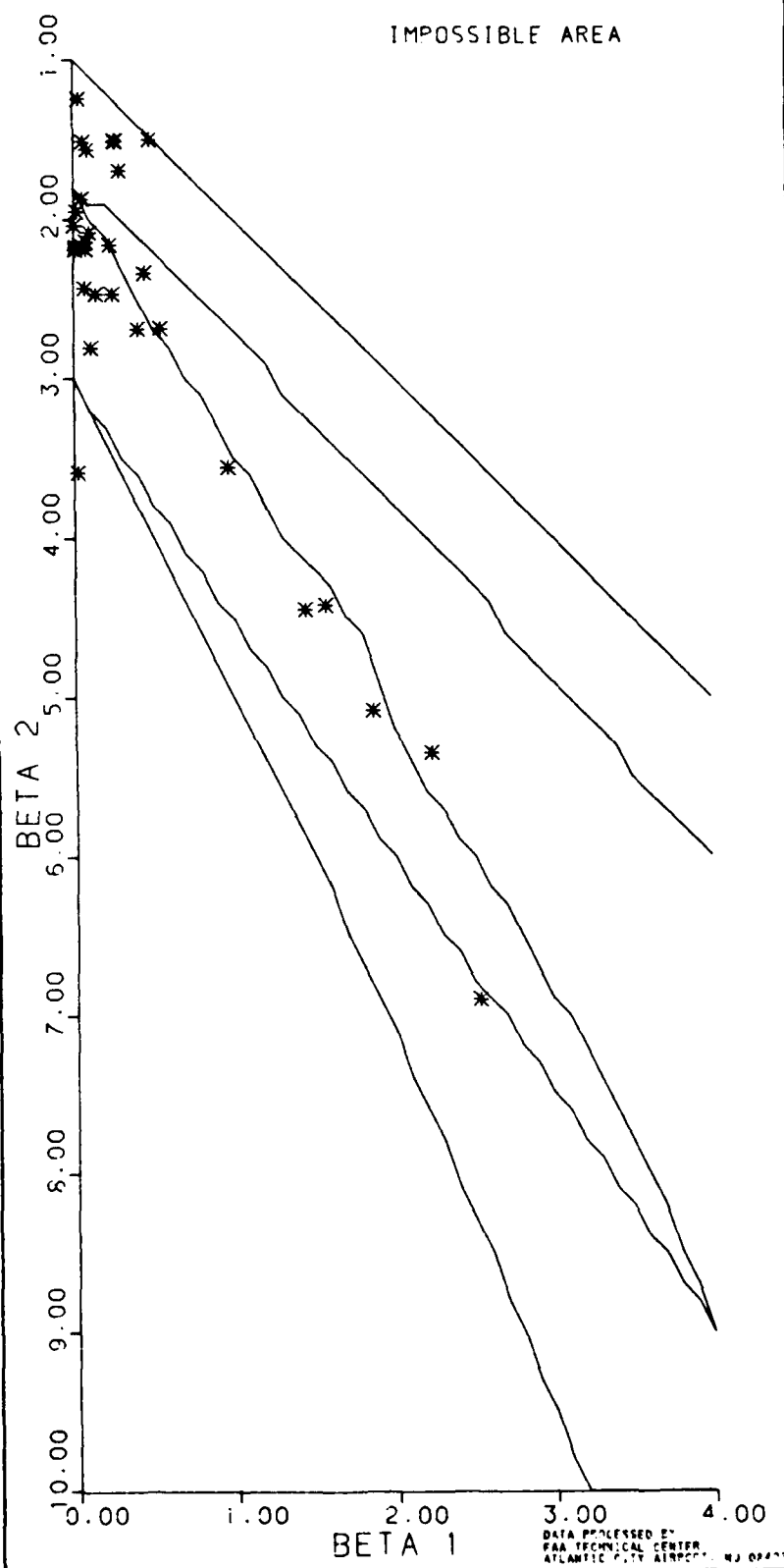
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 CROSSTRACK VELOCITY (FPM)



VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 7.125 DEGREE STRAIGHT OUT DEPARTURES  
 ALONGTRACK VELOCITY (FPM)

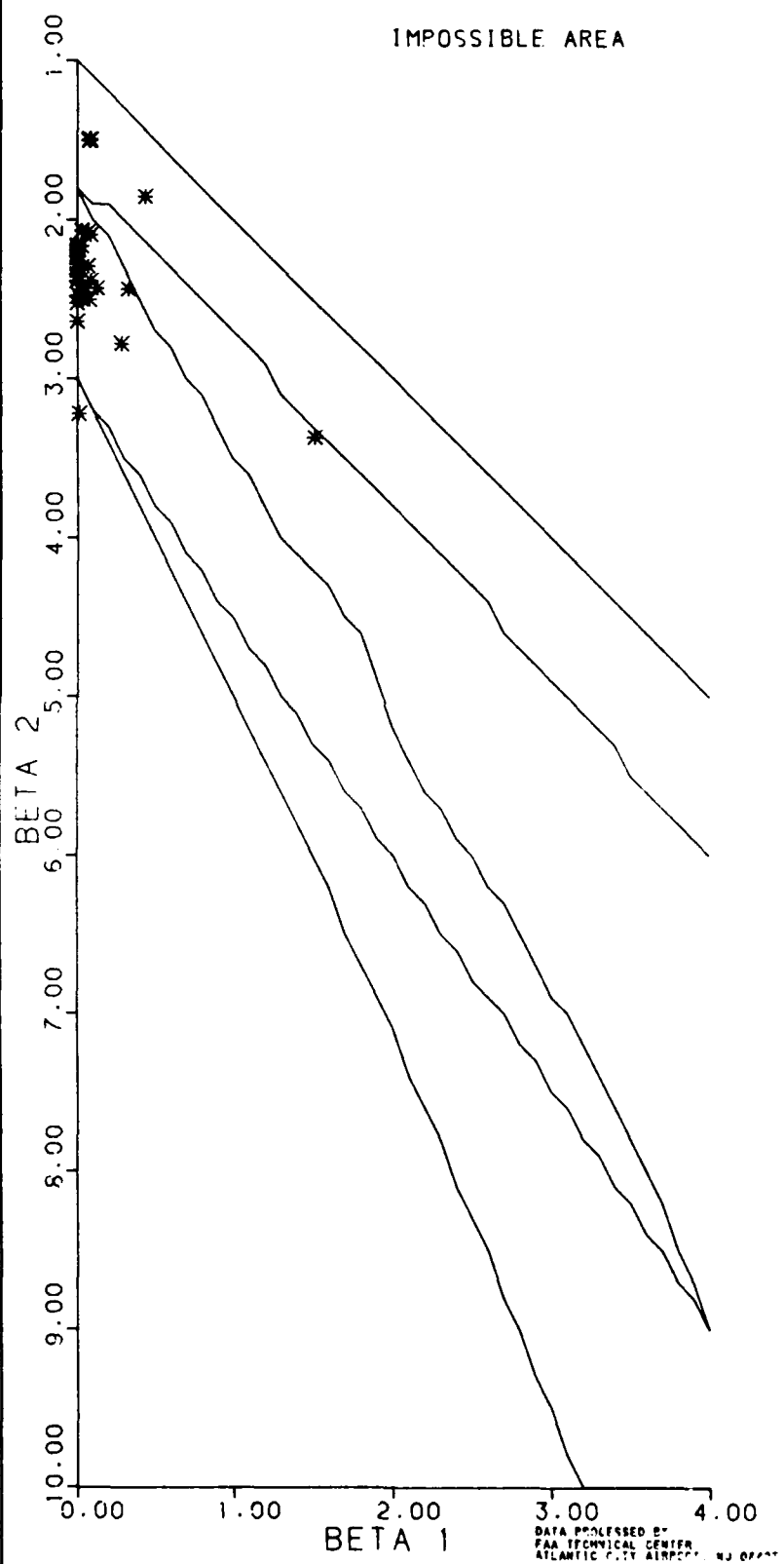


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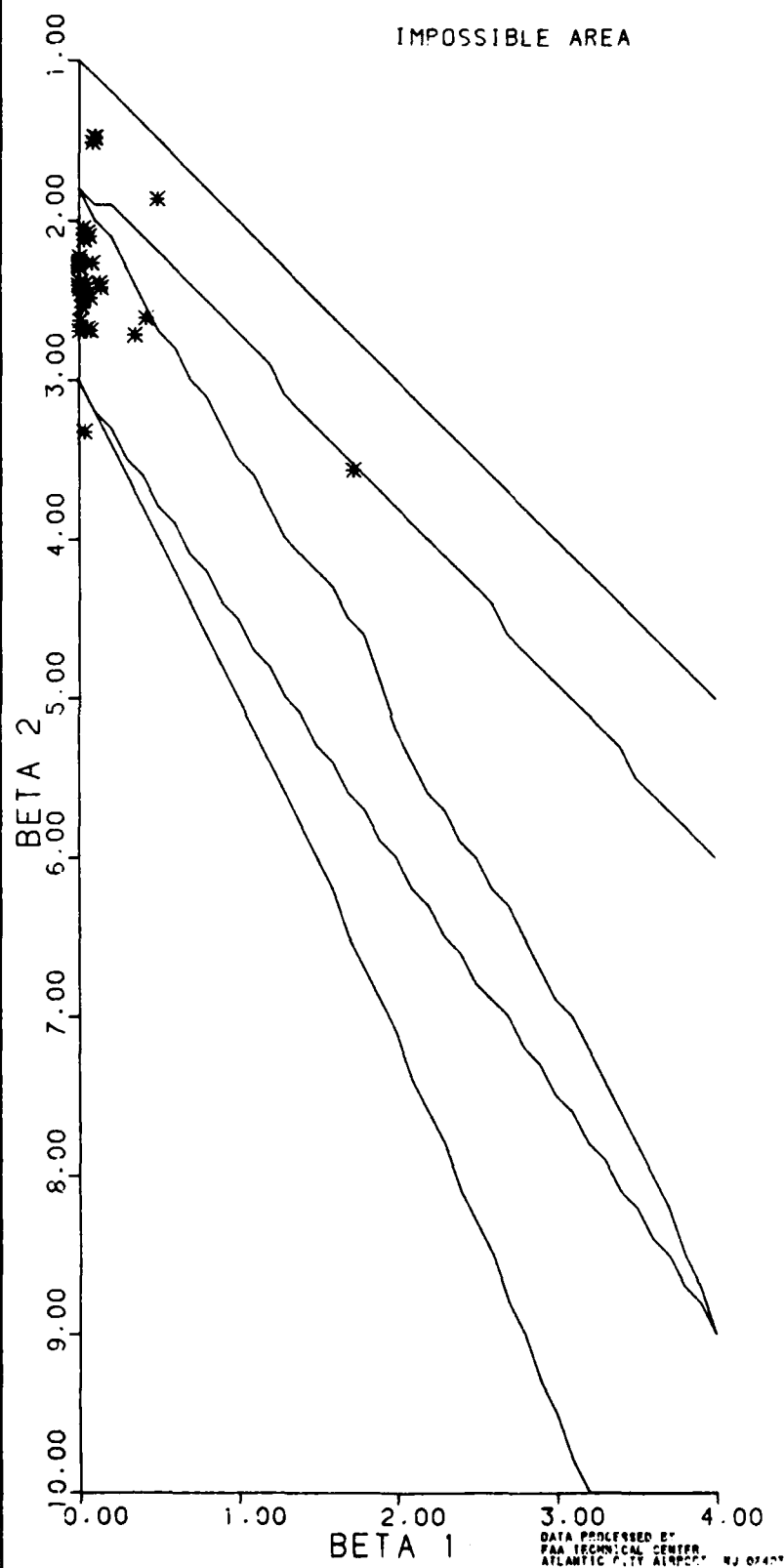




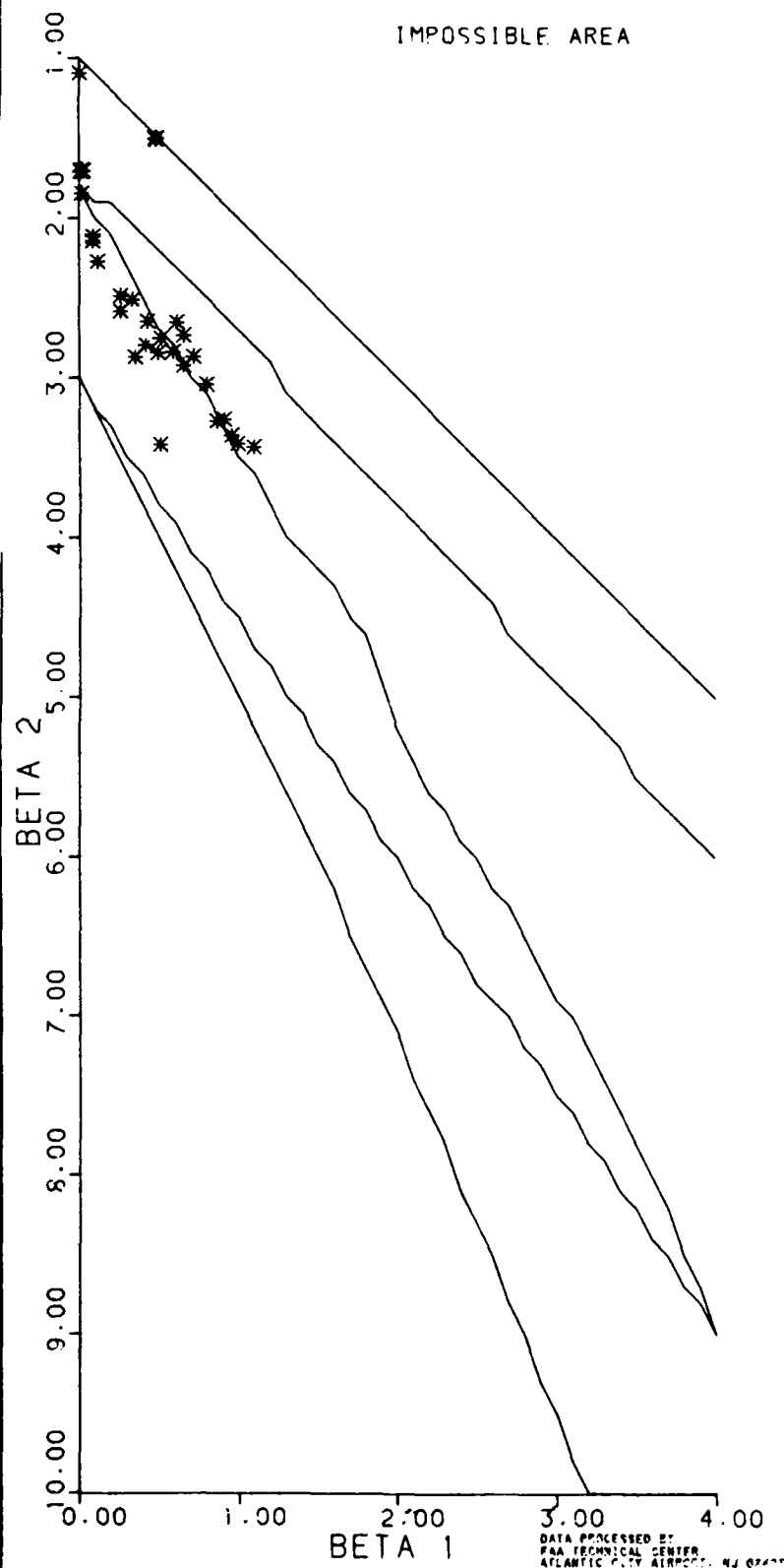
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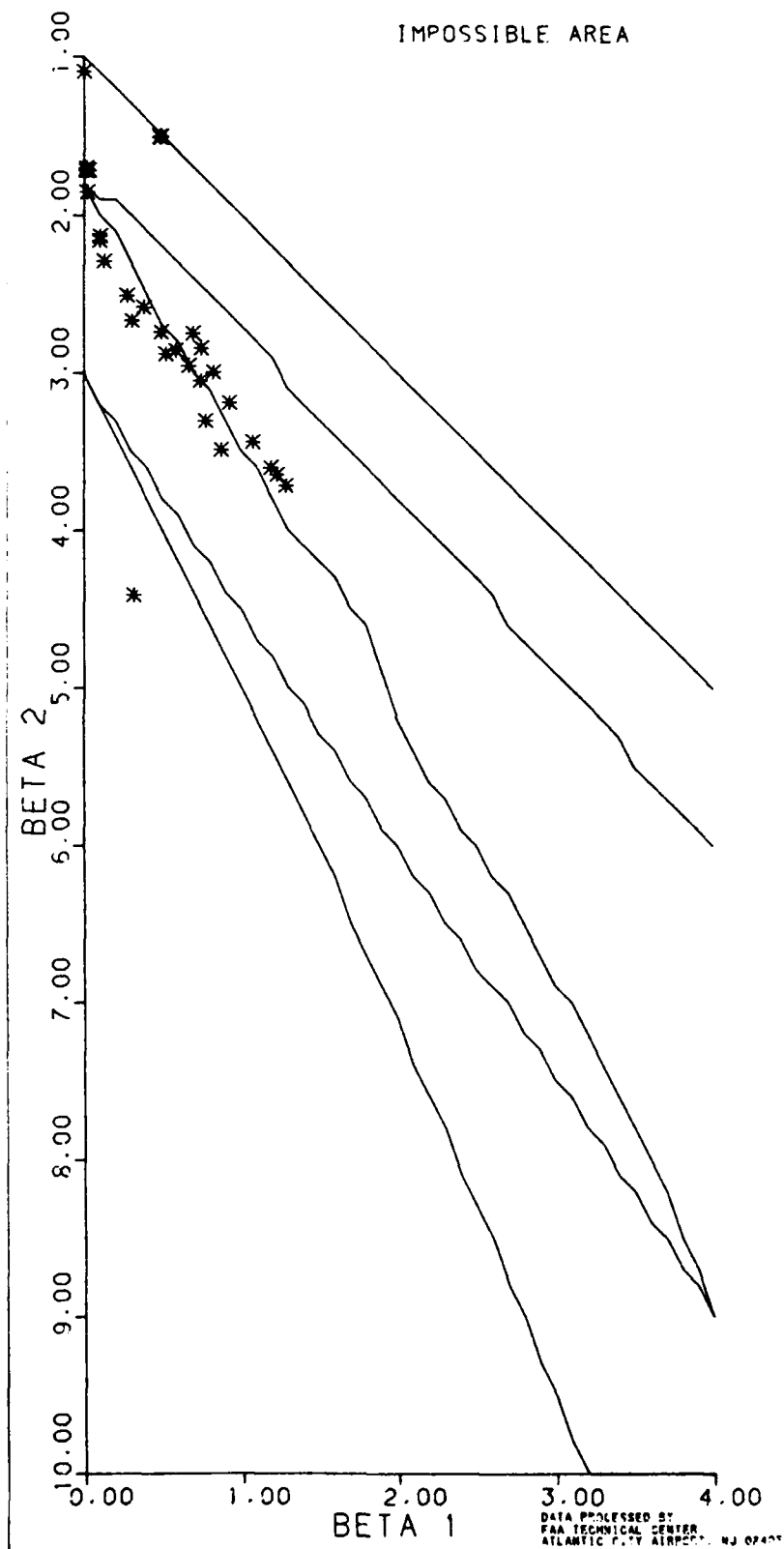
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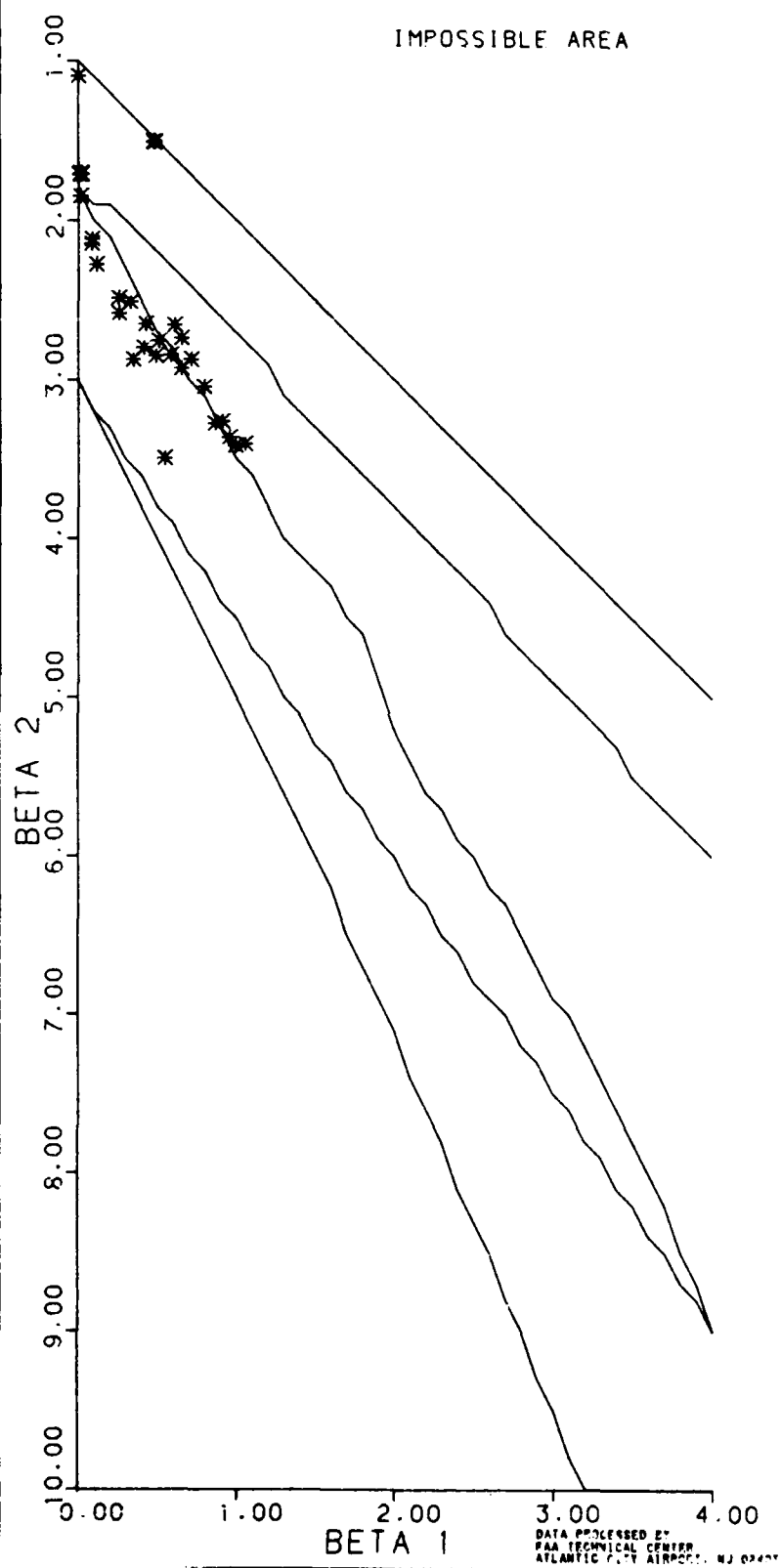
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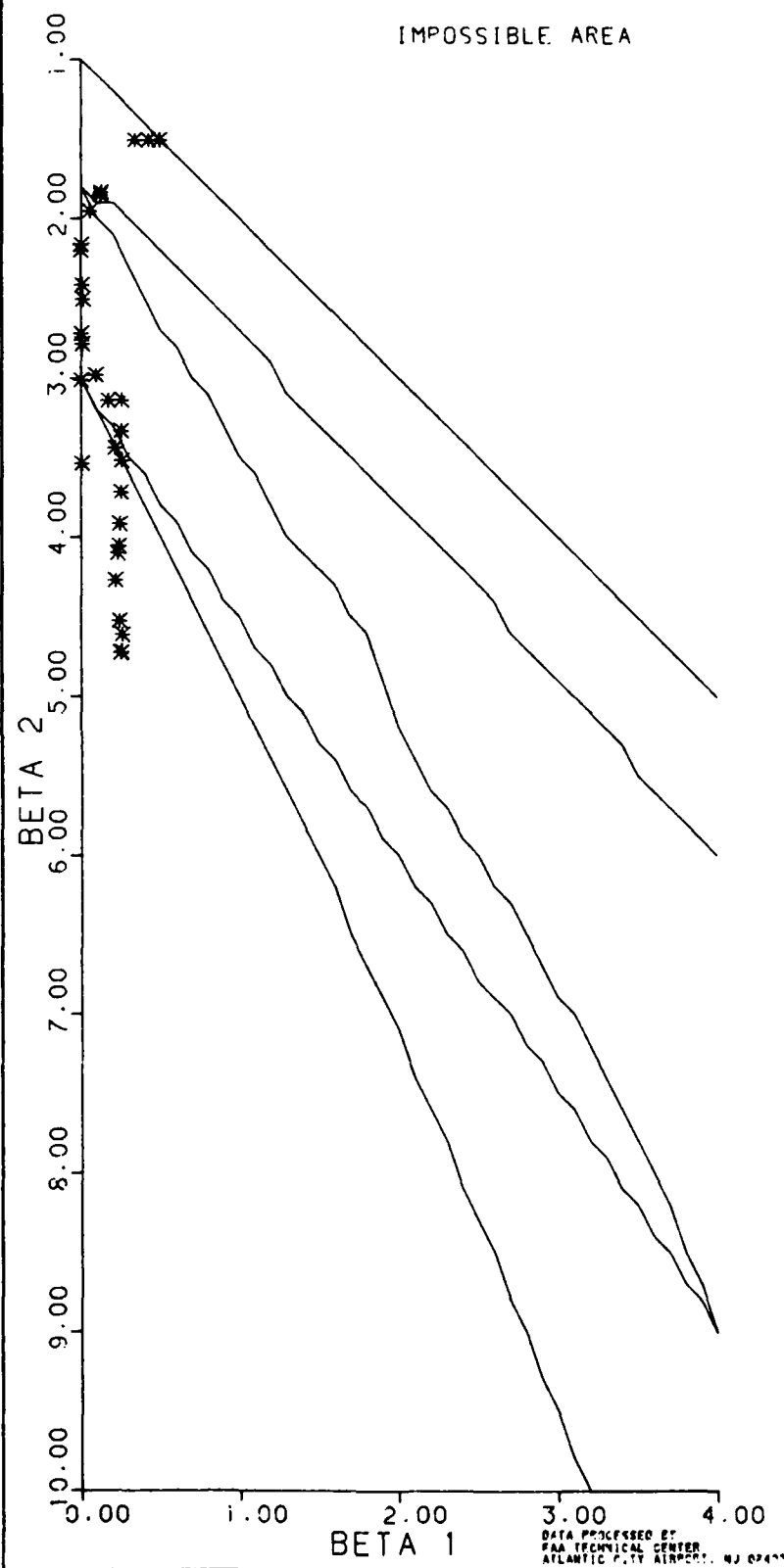
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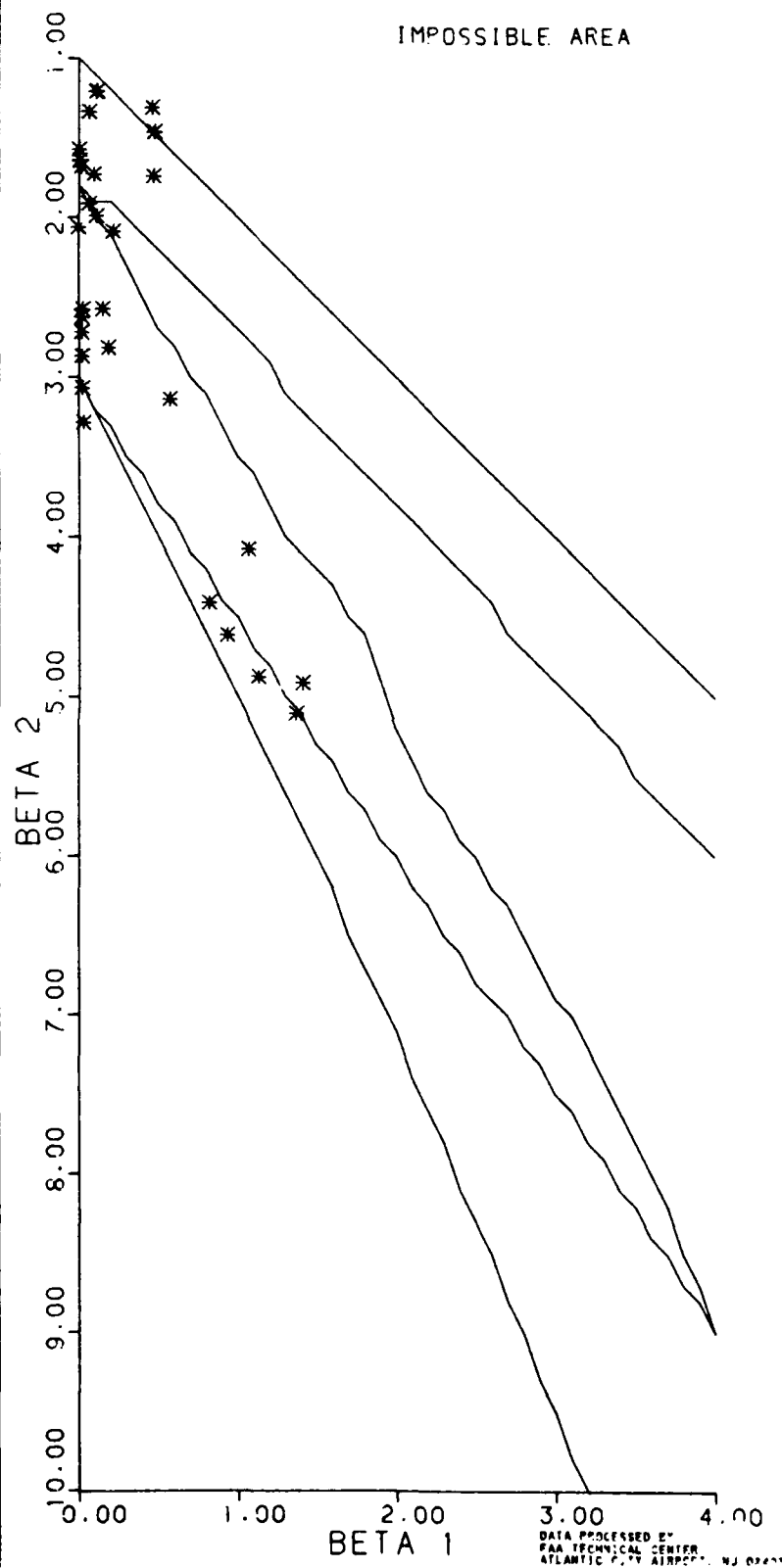
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 ANGULAR POSITION (DEG)



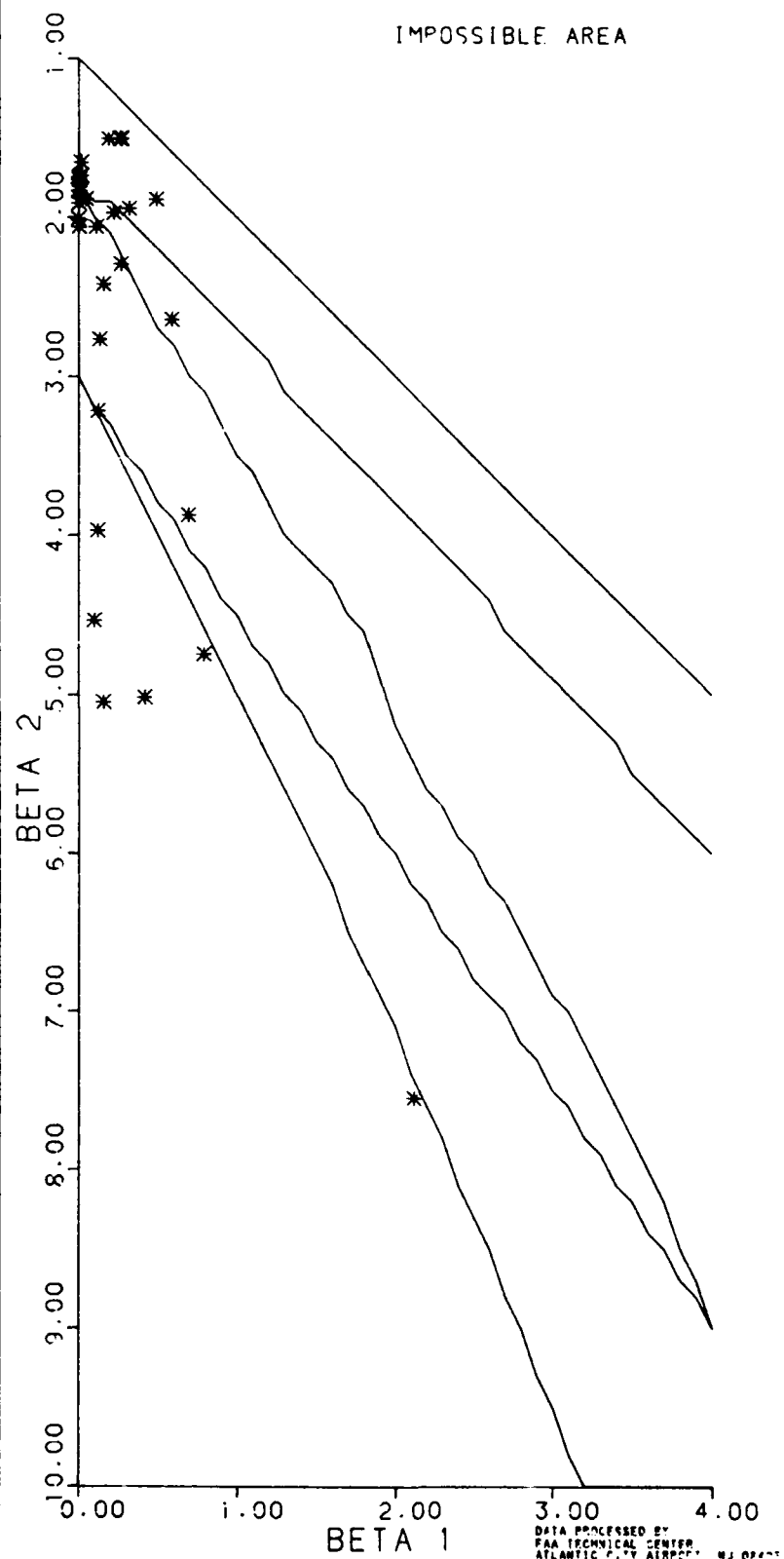
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
10.00 DEGREE STRAIGHT OUT DEPARTURES  
CROSSTRACK POSITION (FT)



VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
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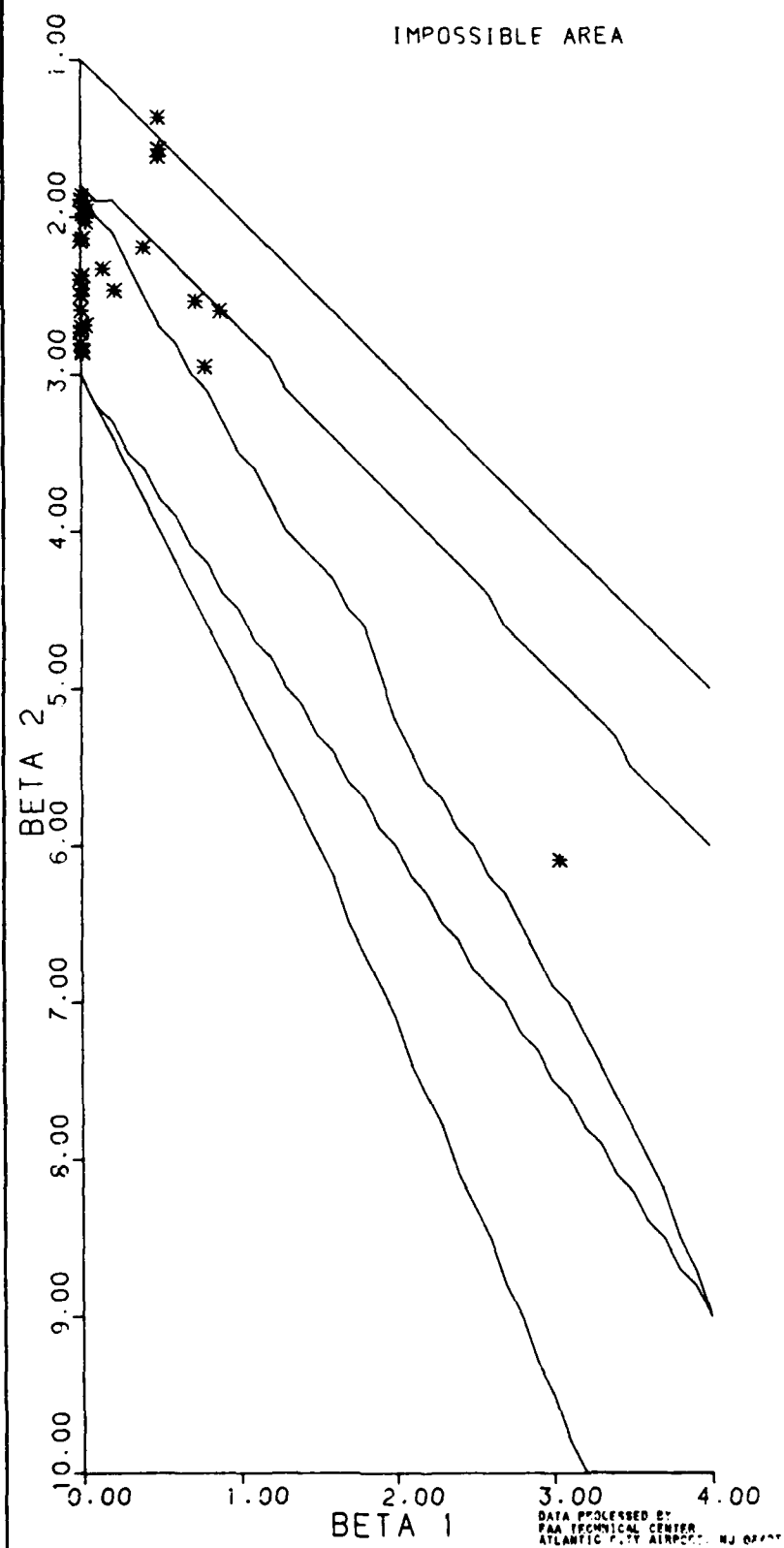


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 CROSSTRACK VELOCITY (FPM)

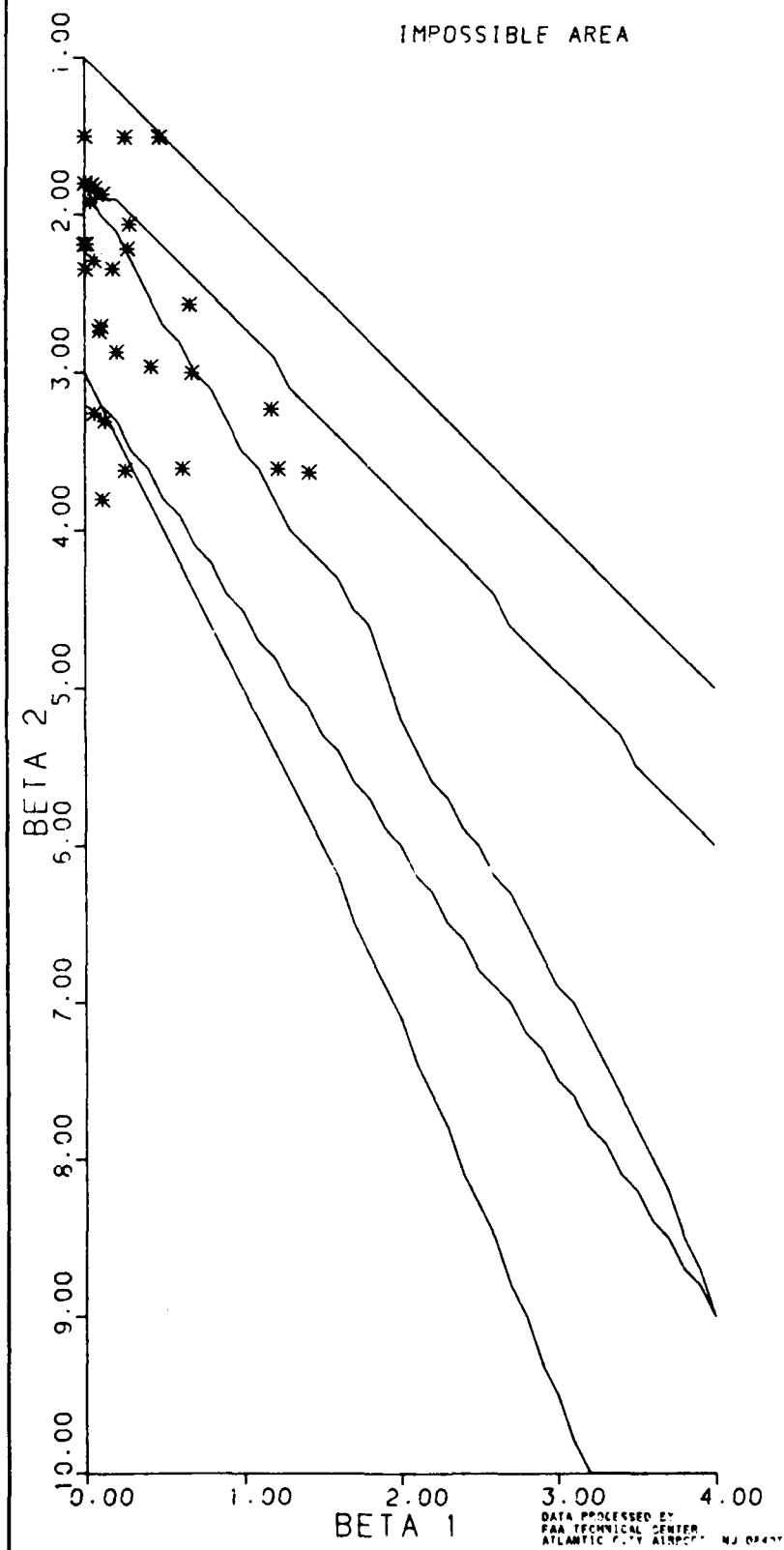




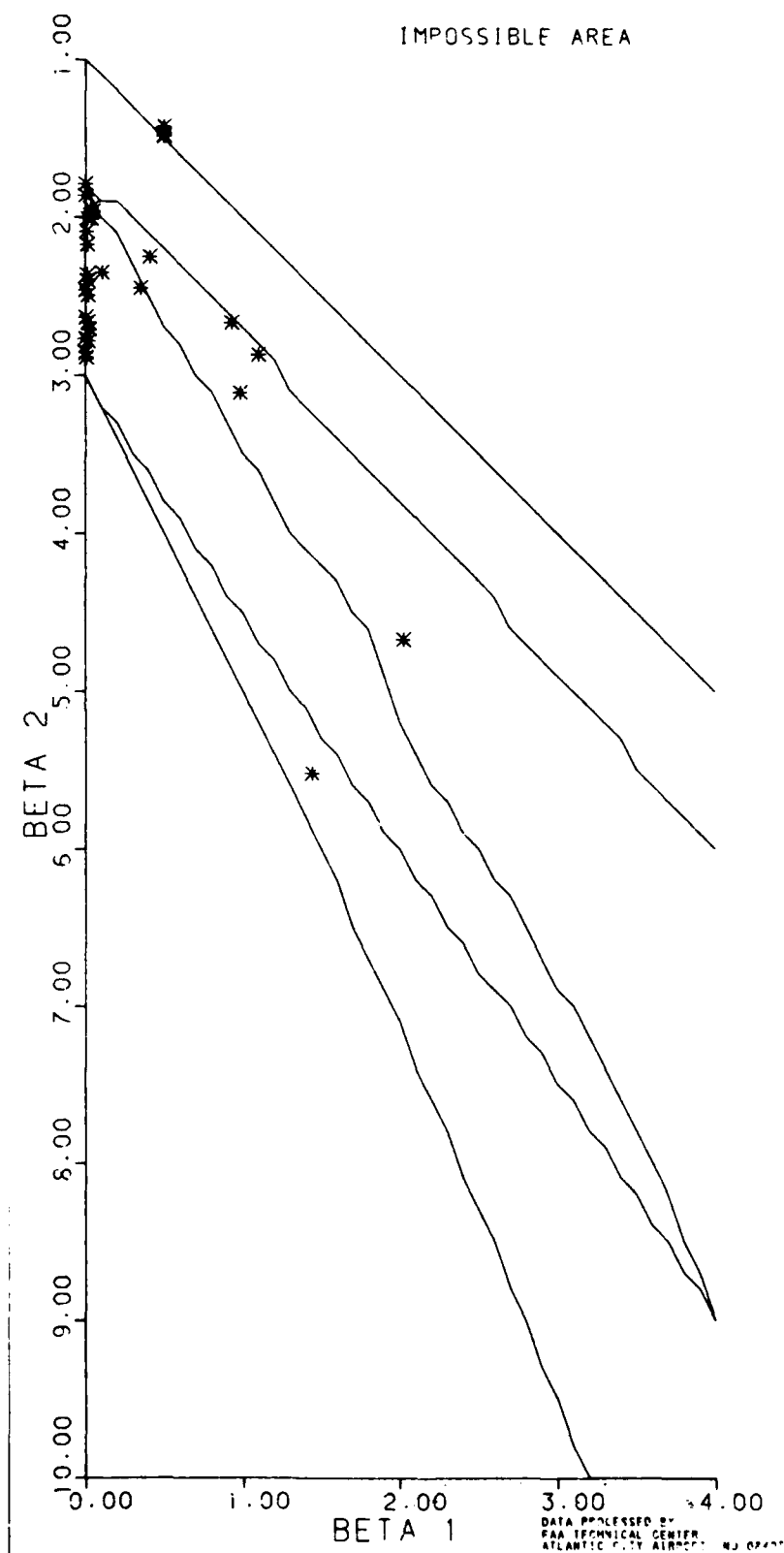
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 ALONGTRACK VELOCITY (FPM)



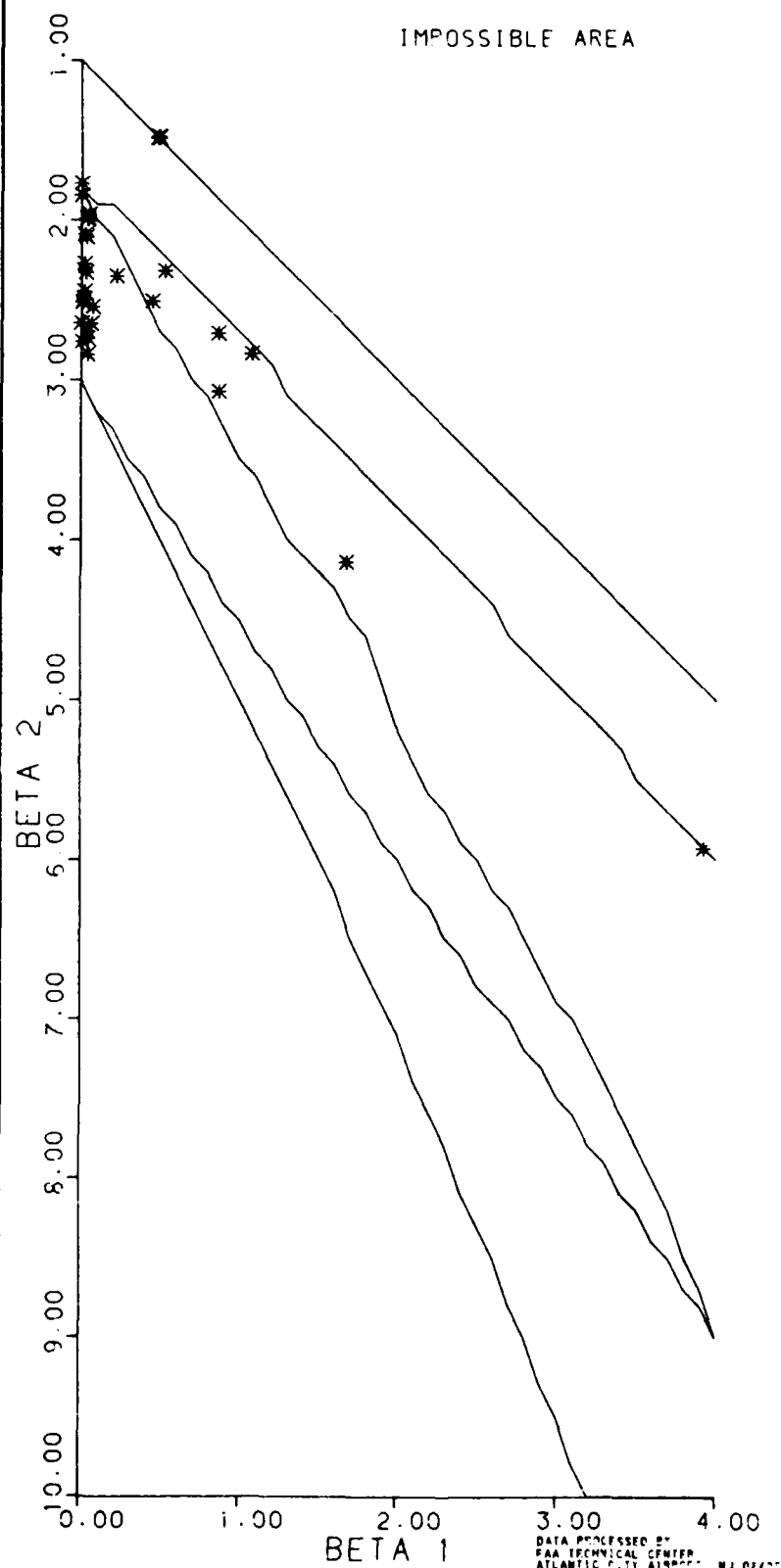
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 VERTICAL VELOCITY (FPM)



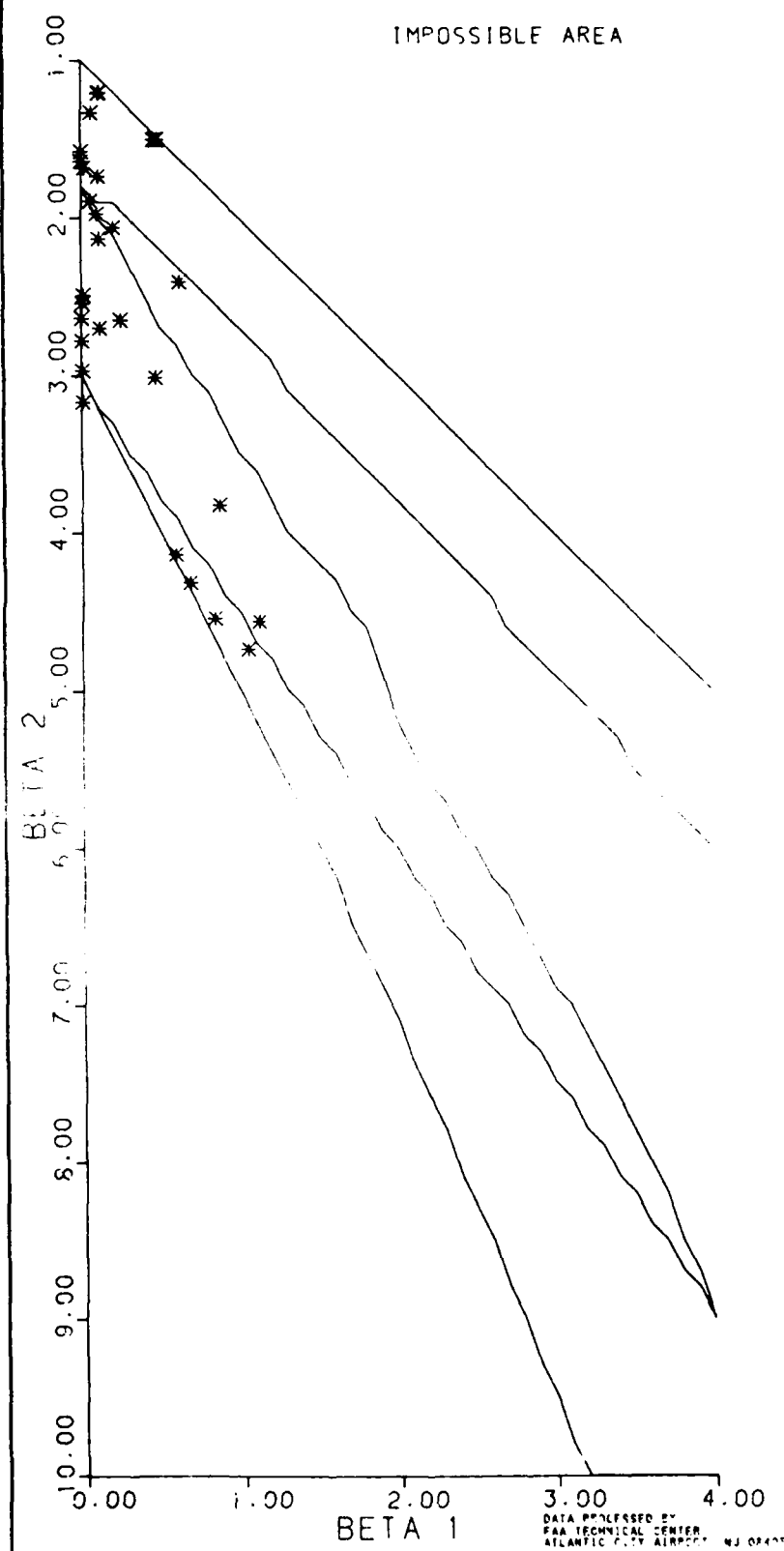
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 GROUND SPEED (KNOTS)



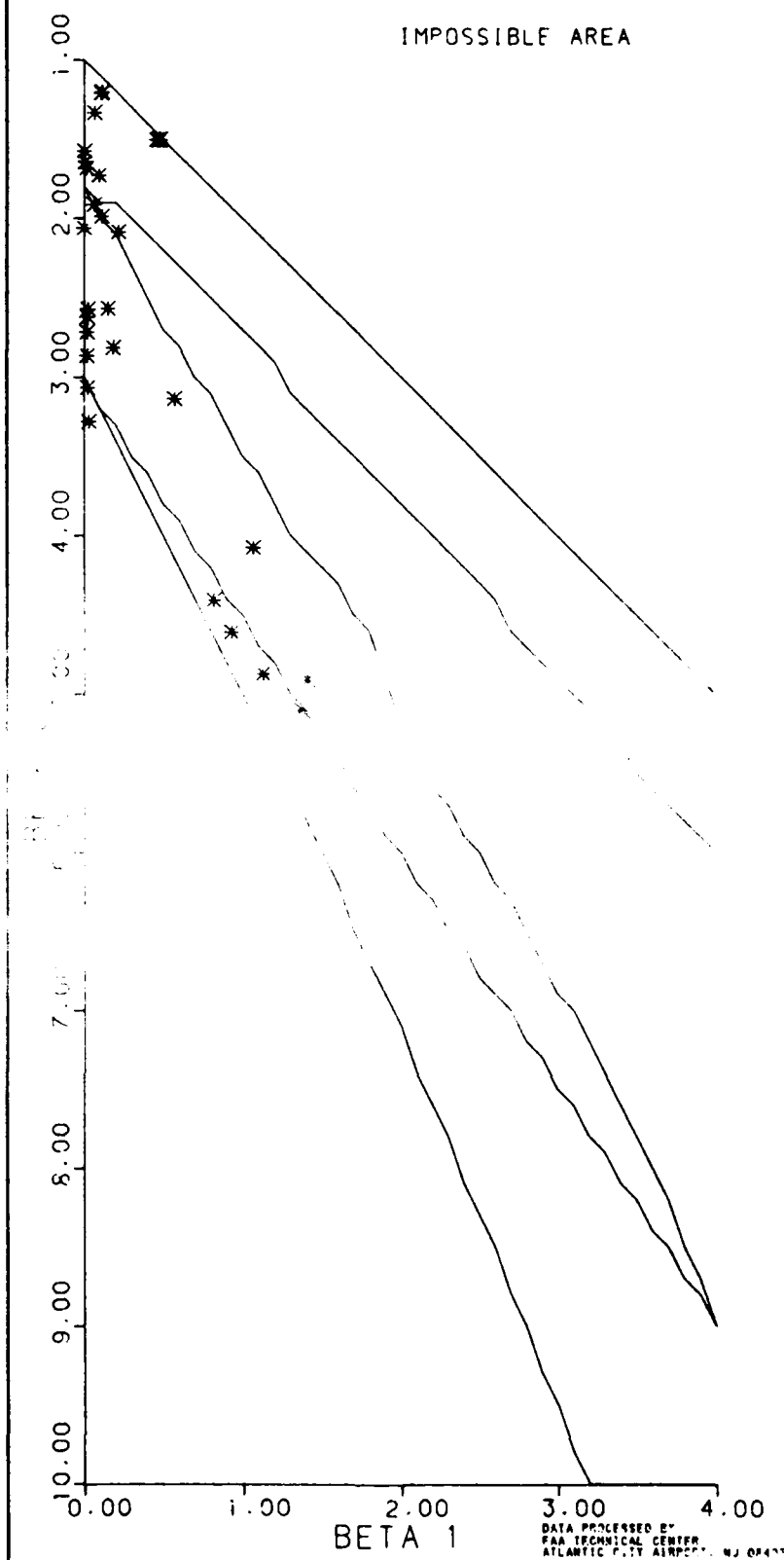
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 ALONGPATH SPEED (KNOTS)



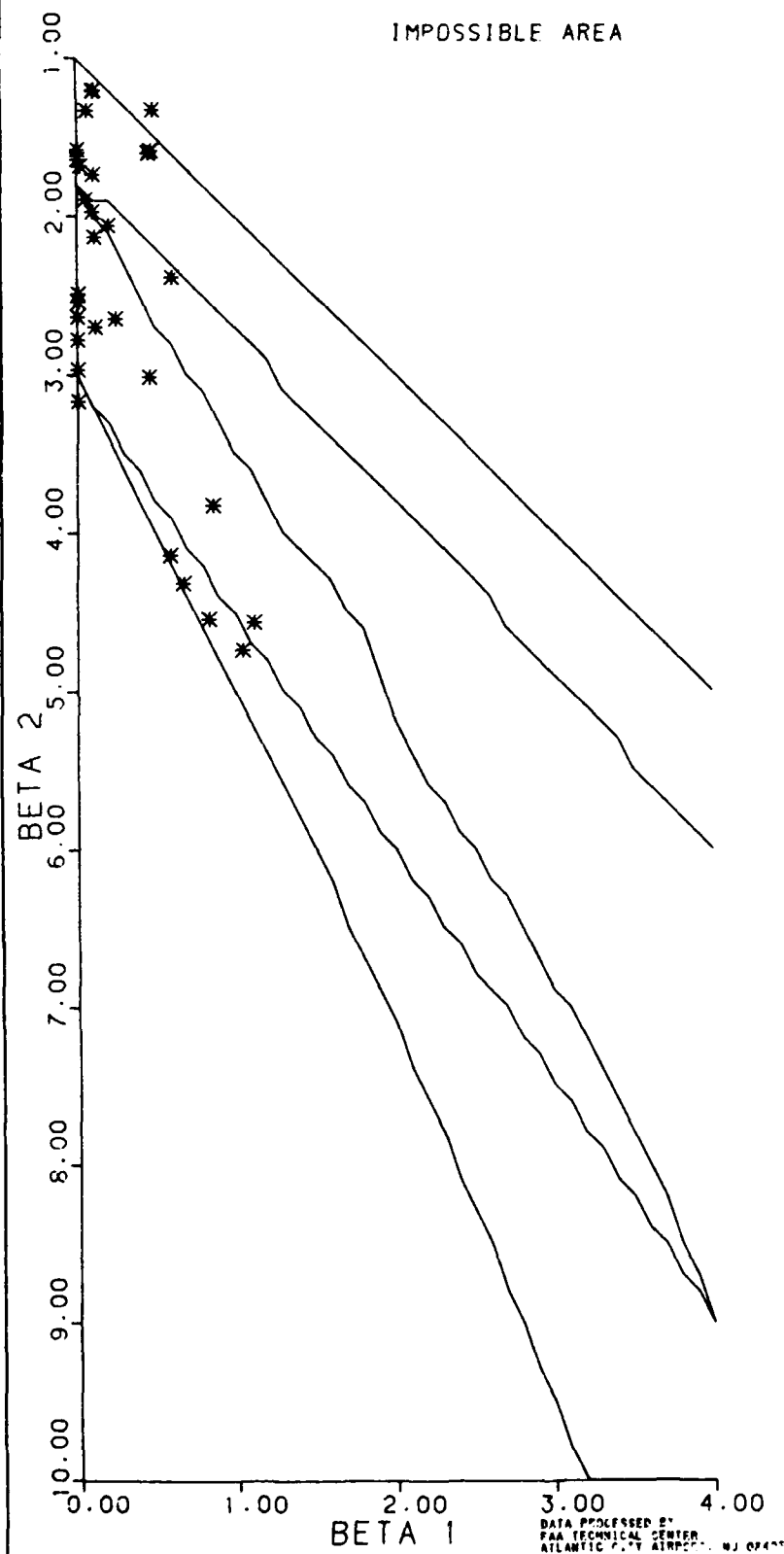
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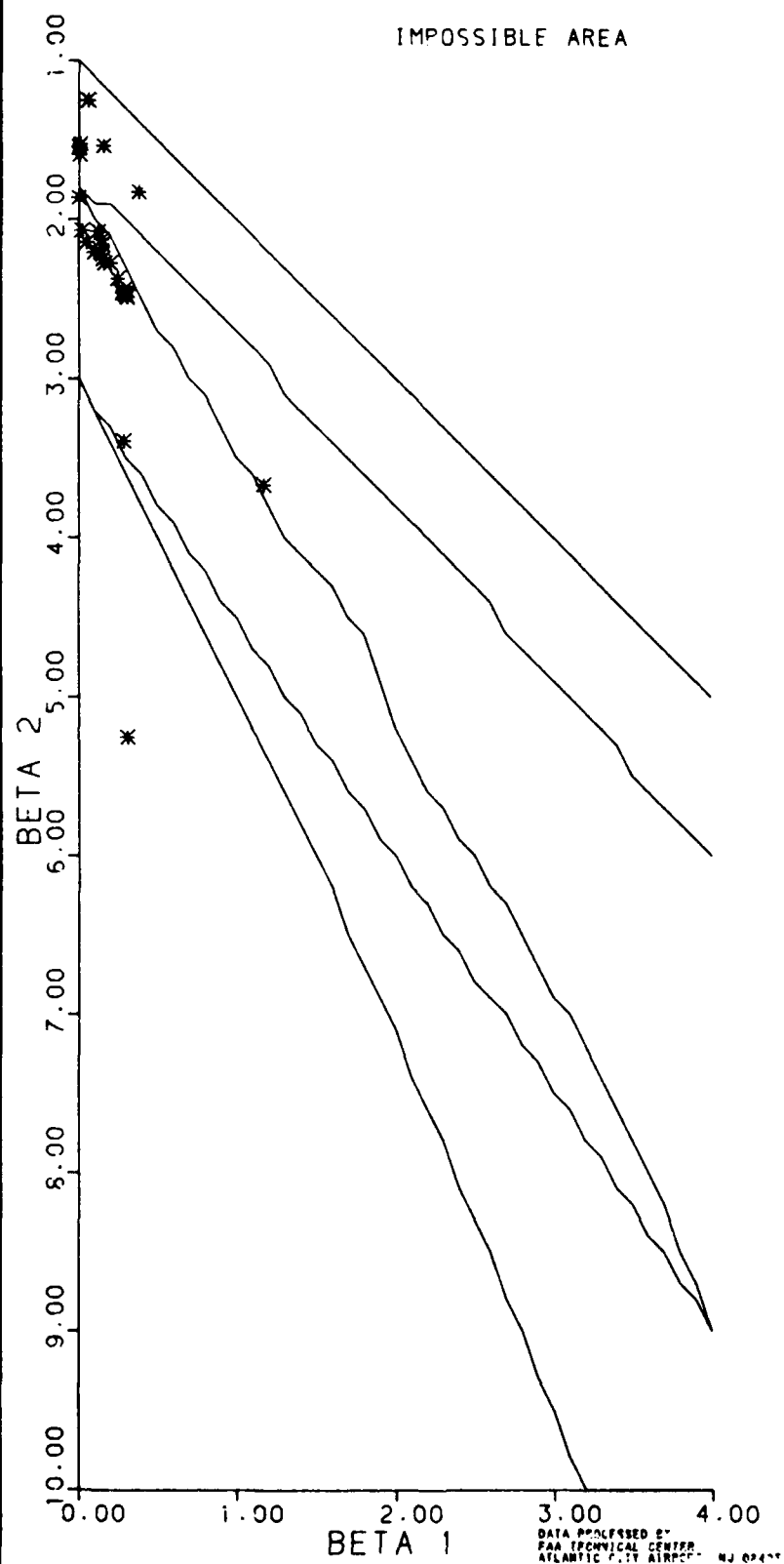
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 10.00 DEGREE STRAIGHT OUT DEPARTURES  
 ALTITUDE ERROR (FT)



VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
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ANGULAR POSITION (DEG)

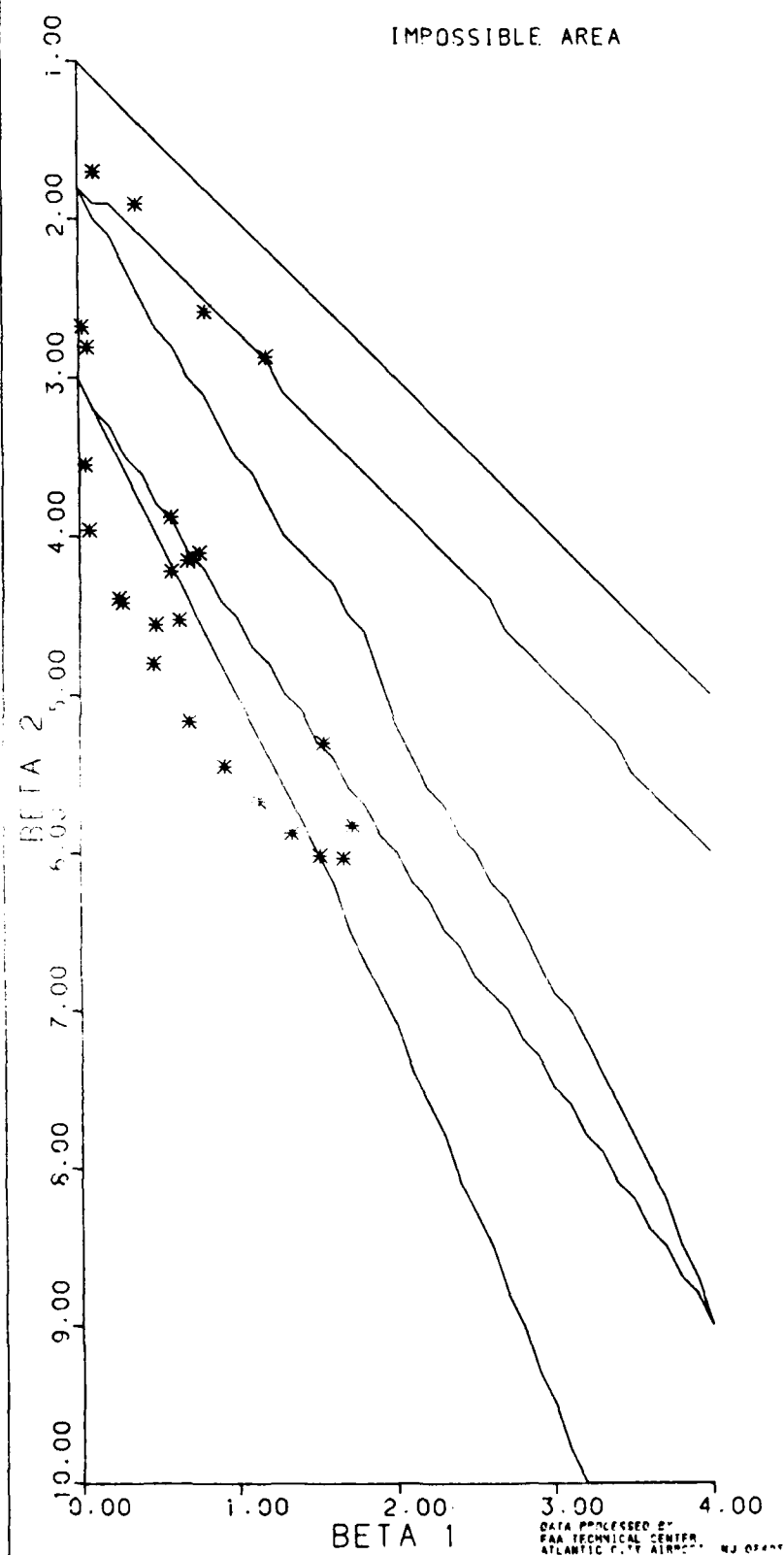


VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 12.00 DEGREE STRAIGHT OUT DEPARTURES  
 CROSSTRACK POSITION (FT)

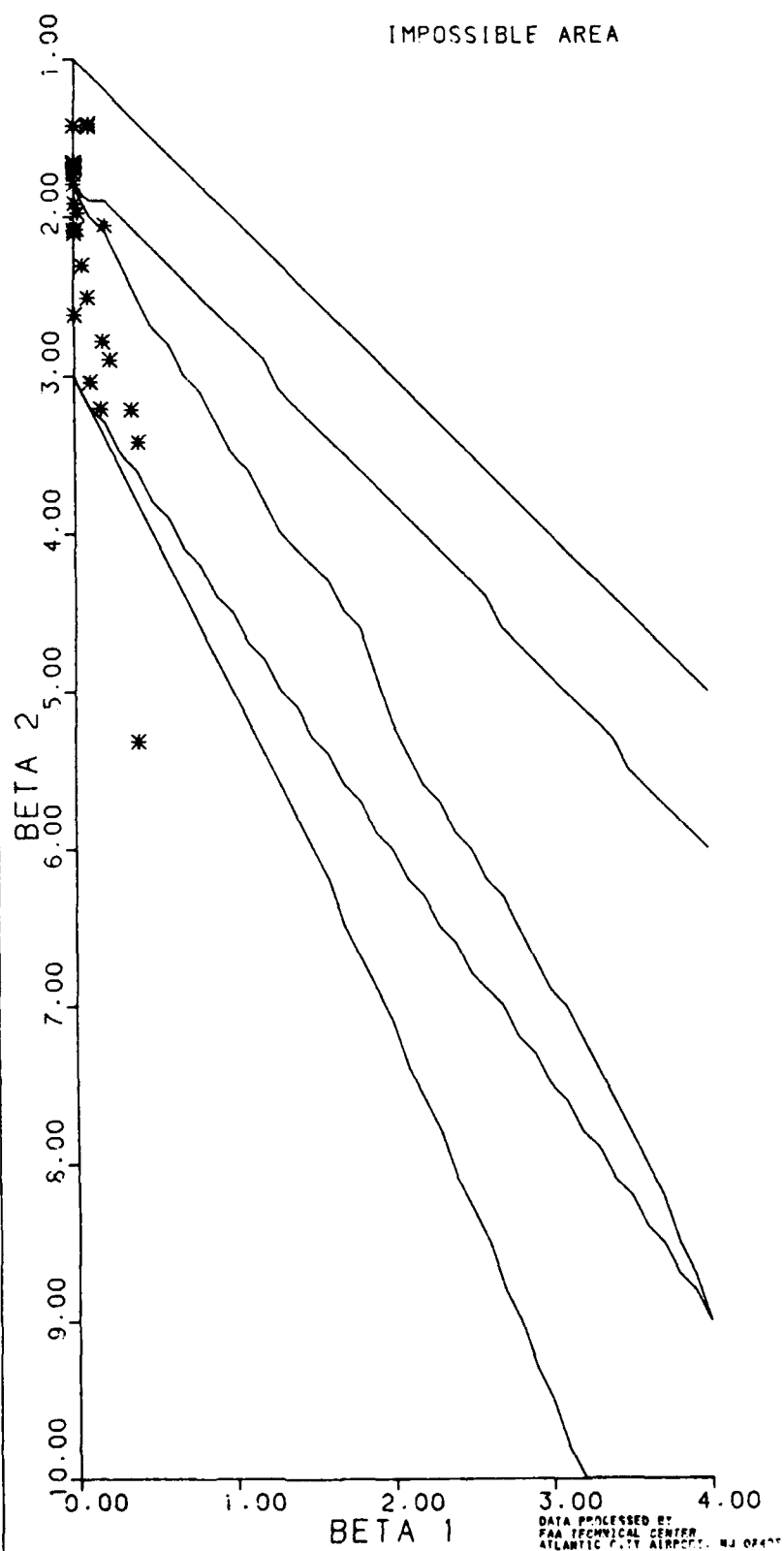




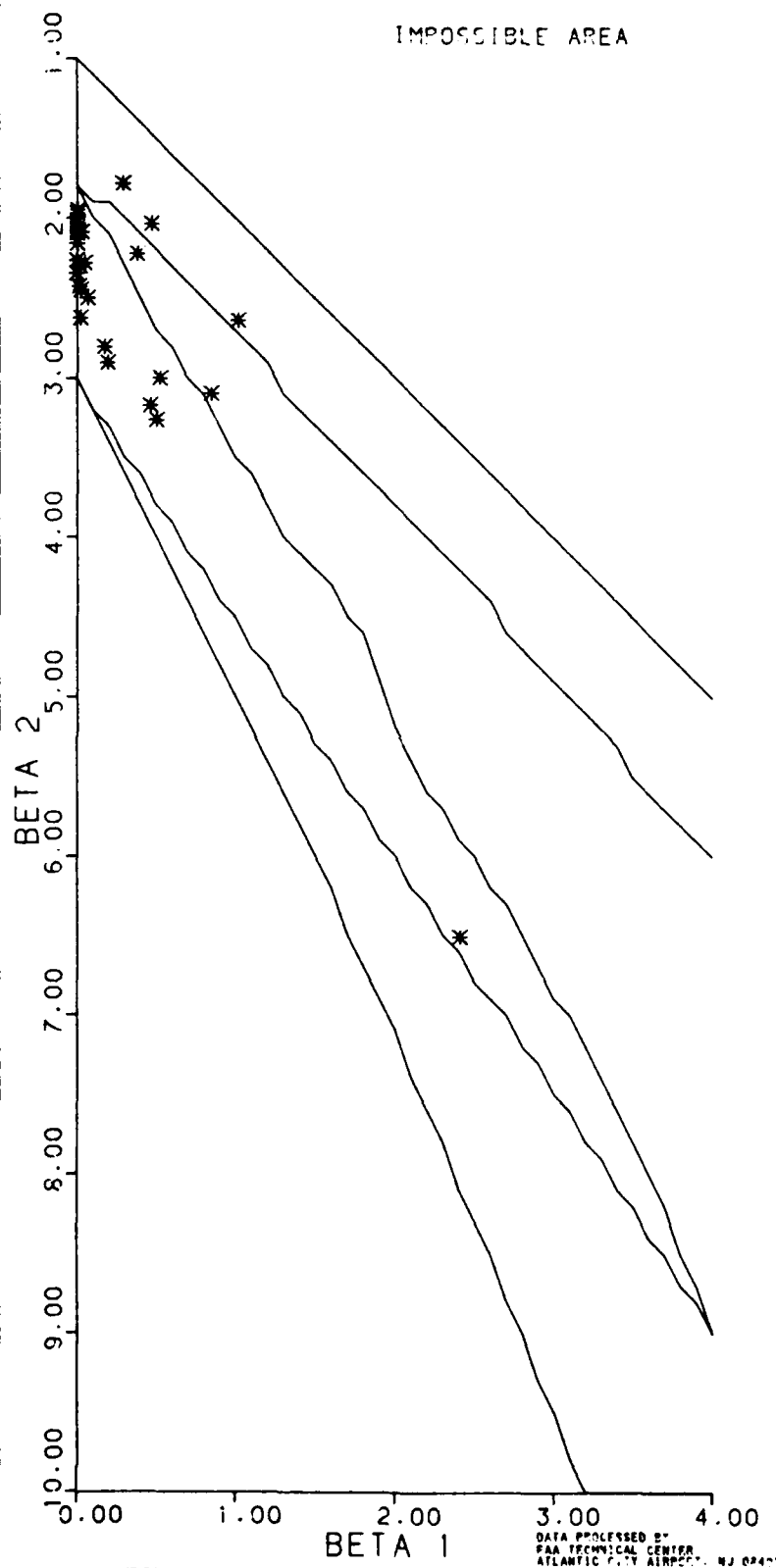
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 12.00 DEGREE STRAIGHT OUT DEPARTURES  
 ALTITUDE (FT)



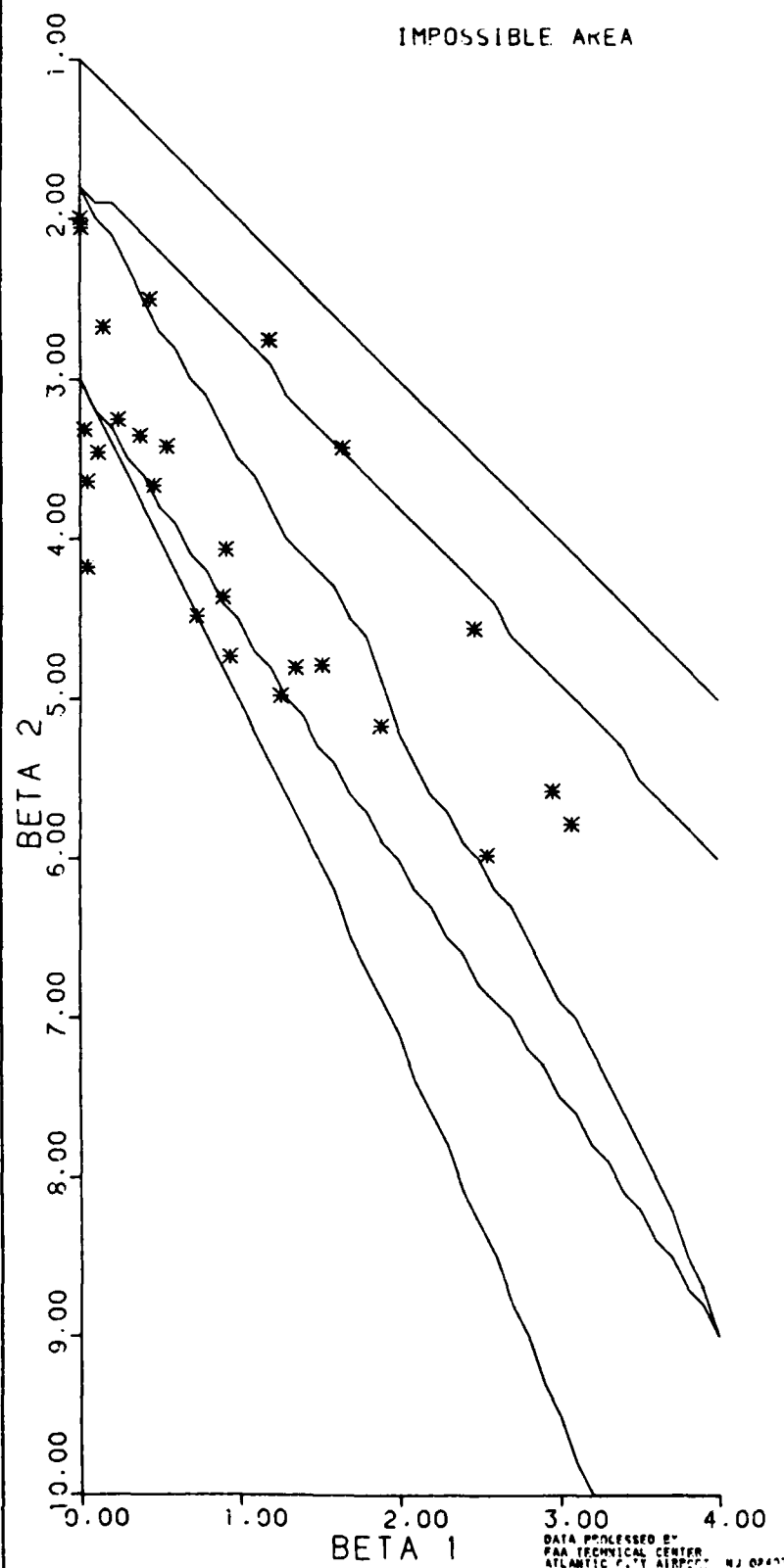
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 12.00 DEGREE STRAIGHT OUT DEPARTURES  
 CROSSTRACK VELOCITY (FPM)



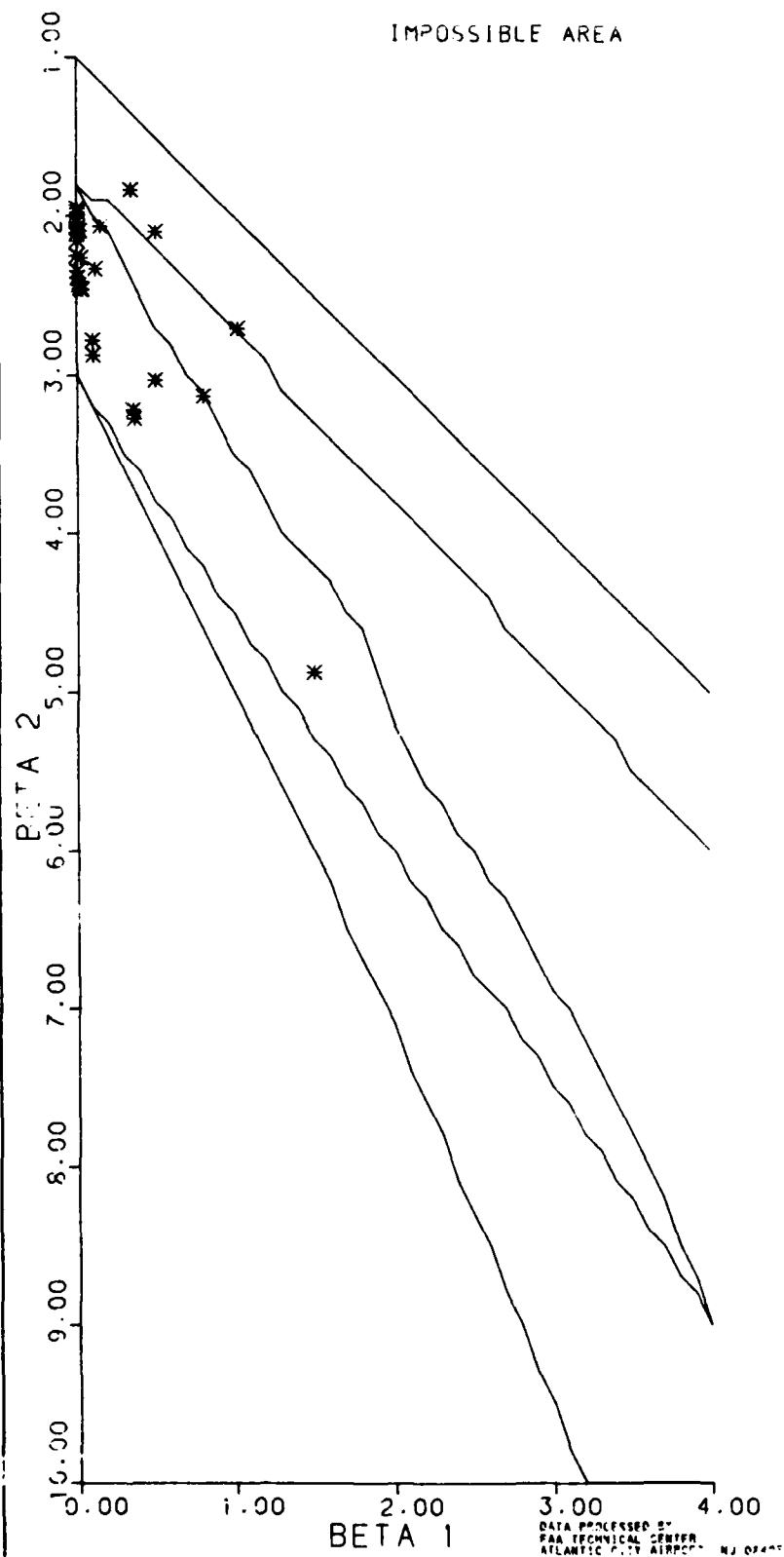
VMC DISTRIBUTION ANALYSIS -- S75 ONLY  
 12.00 DEGREE STRAIGHT OUT DEPARTURES  
 ALONGTRACK VELOCITY (FPM)



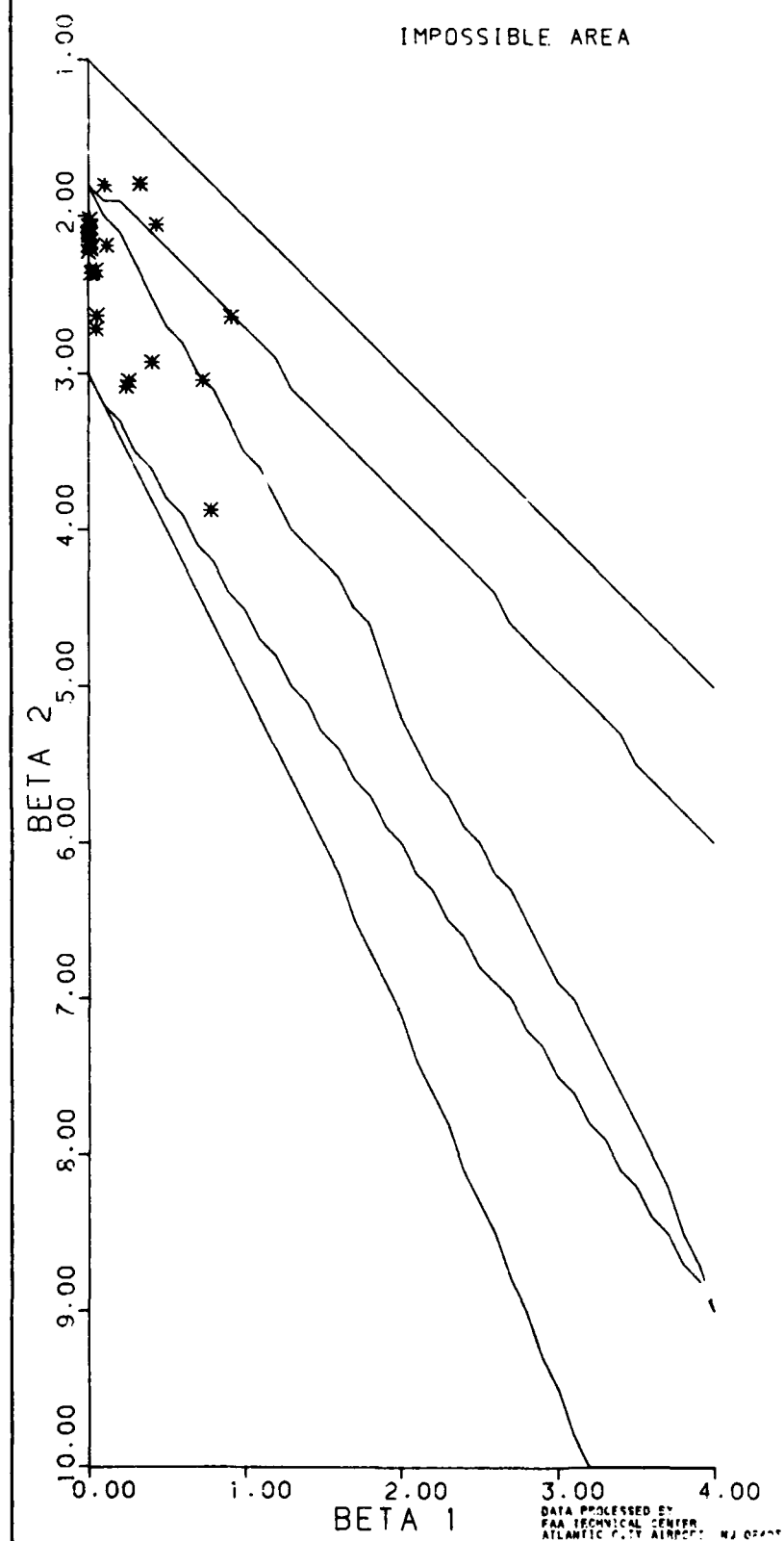
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 12.00 DEGREE STRAIGHT OUT DEPARTURES  
 VERTICAL VELOCITY (FPM)



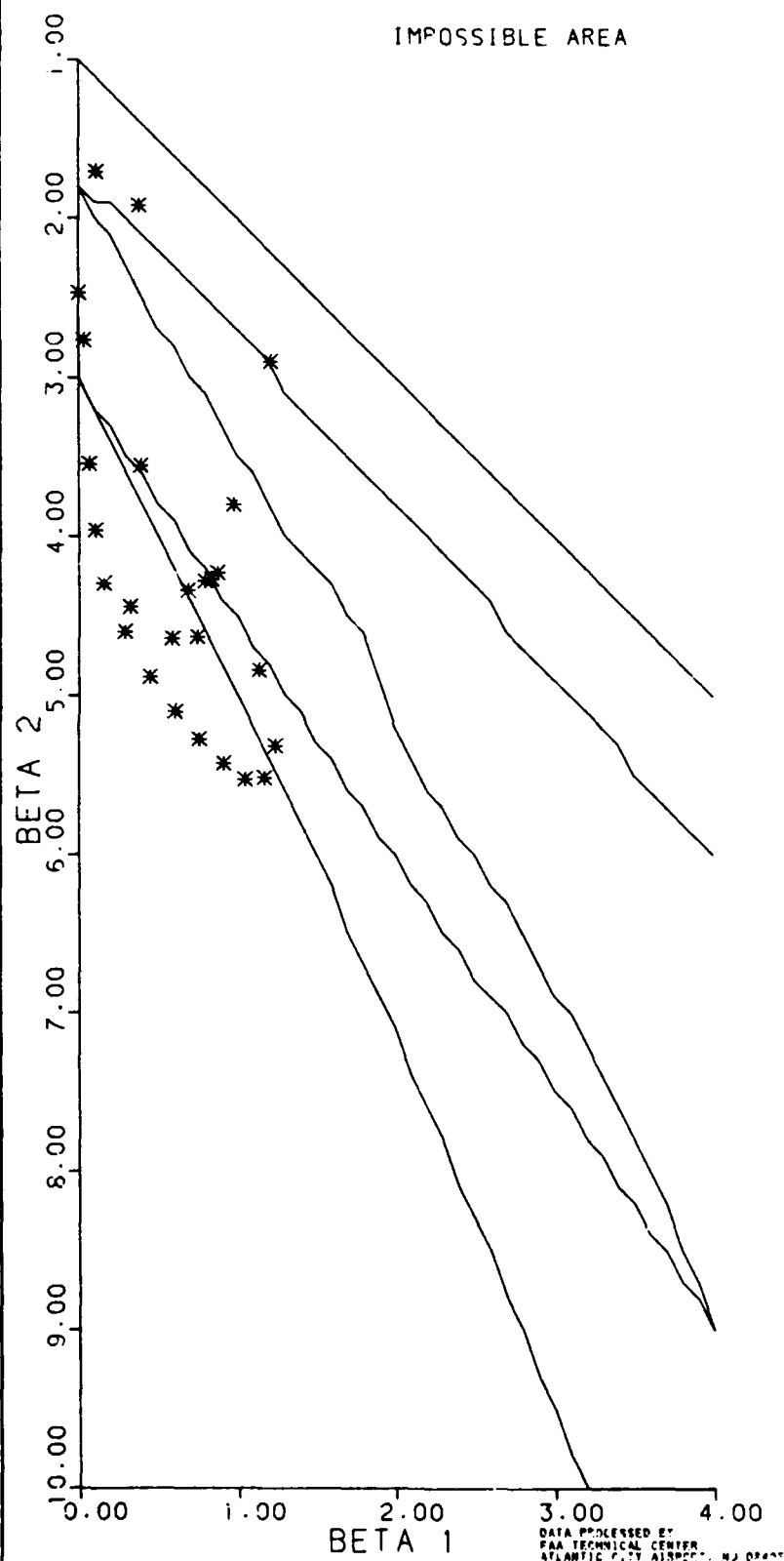
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 12.00 DEGREE STRAIGHT OUT DEPARTURES  
 GROUND SPEED (KNOTS)



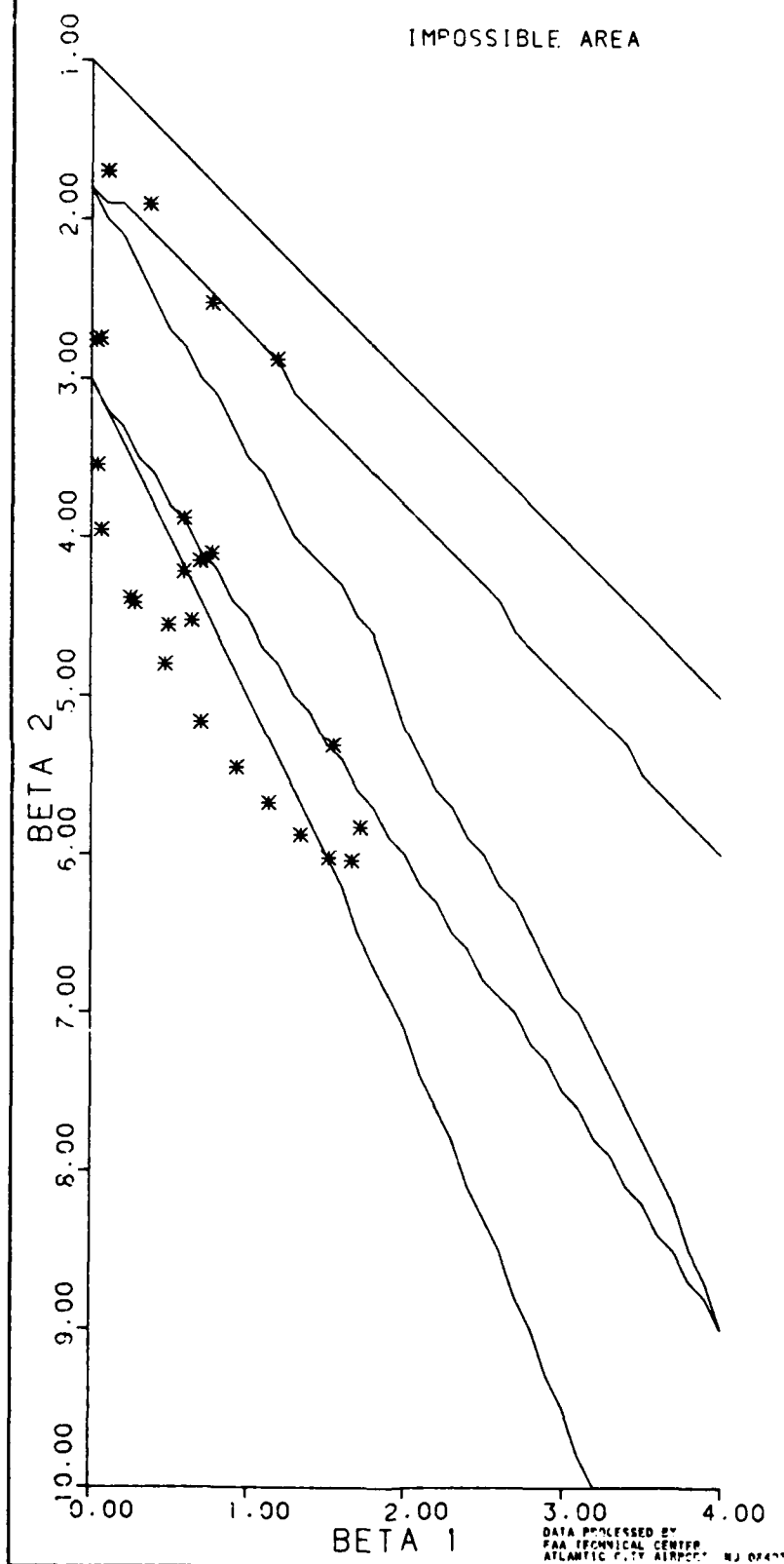
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 12.00 DEGREE STRAIGHT OUT DEPARTURES  
 ALONGPATH SPEED (KNOTS)



VMC DISTRIBUTION ANALYSIS -- S75 ONLY  
 12.00 DEGREE STRAIGHT OUT DEPARTURES  
 ANGULAR ERROR (DEG)

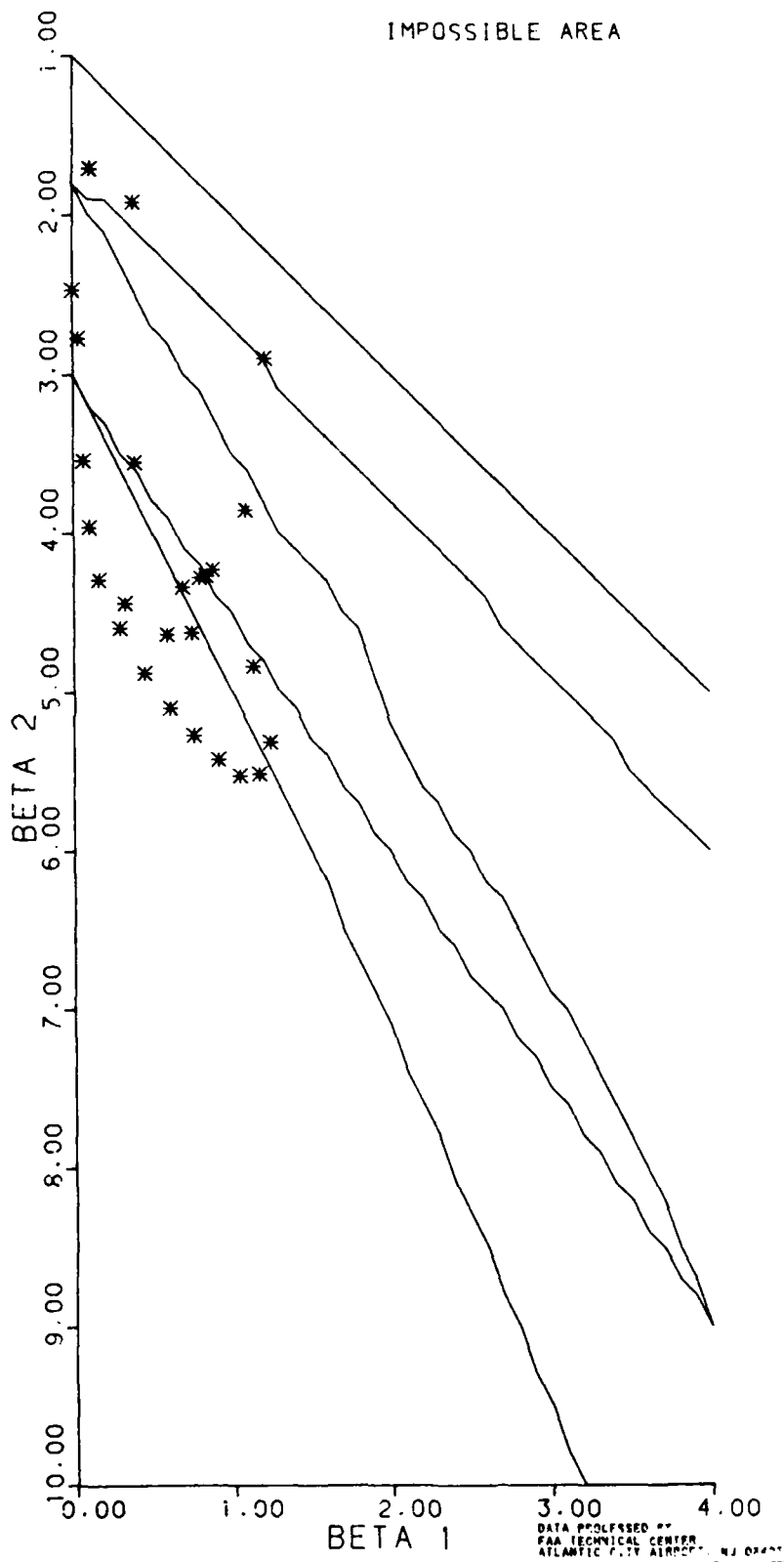


VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 12.00 DEGREE STRAIGHT OUT DEPARTURES  
 ALTITUDE ERROR (FT)

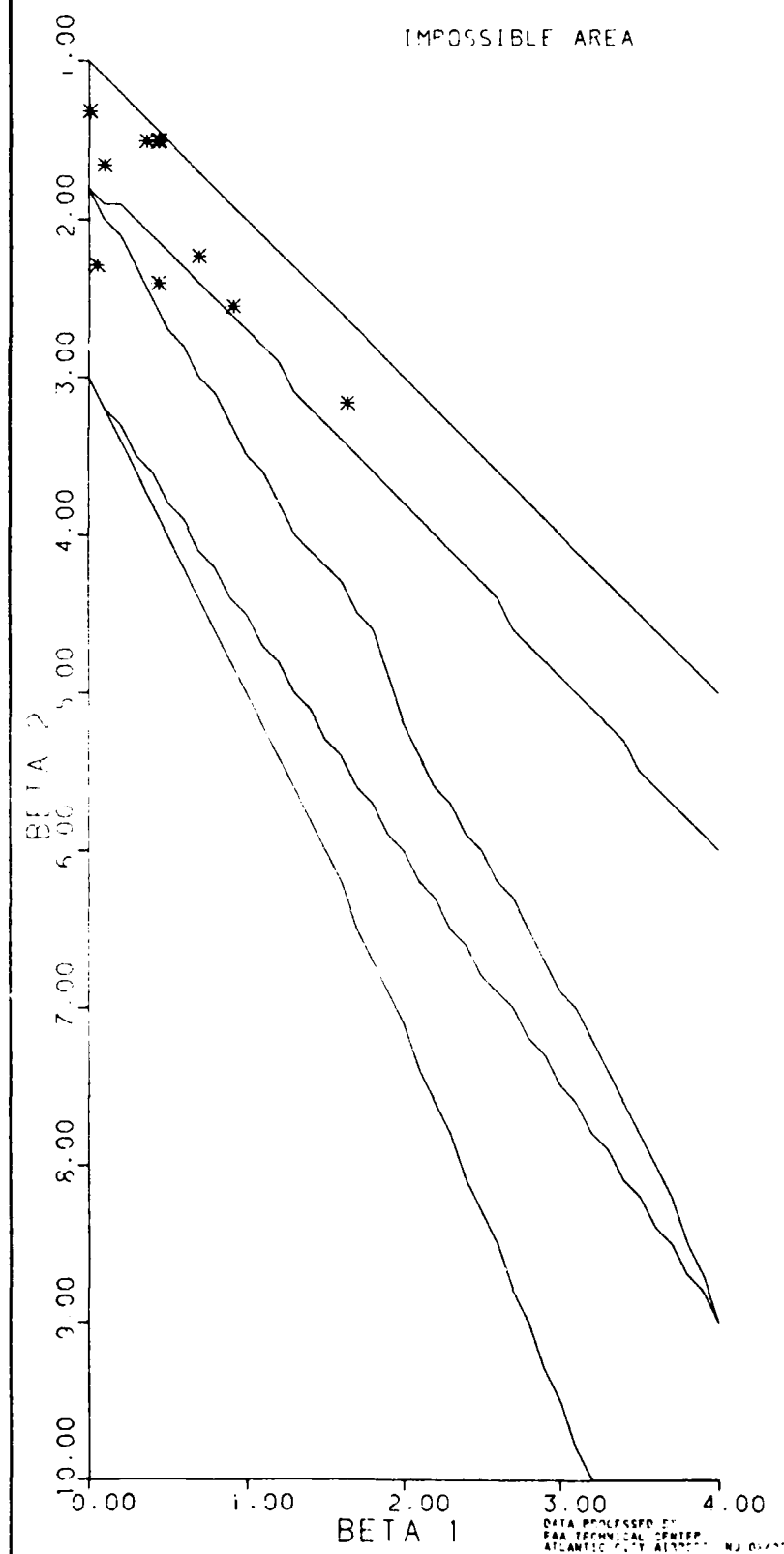




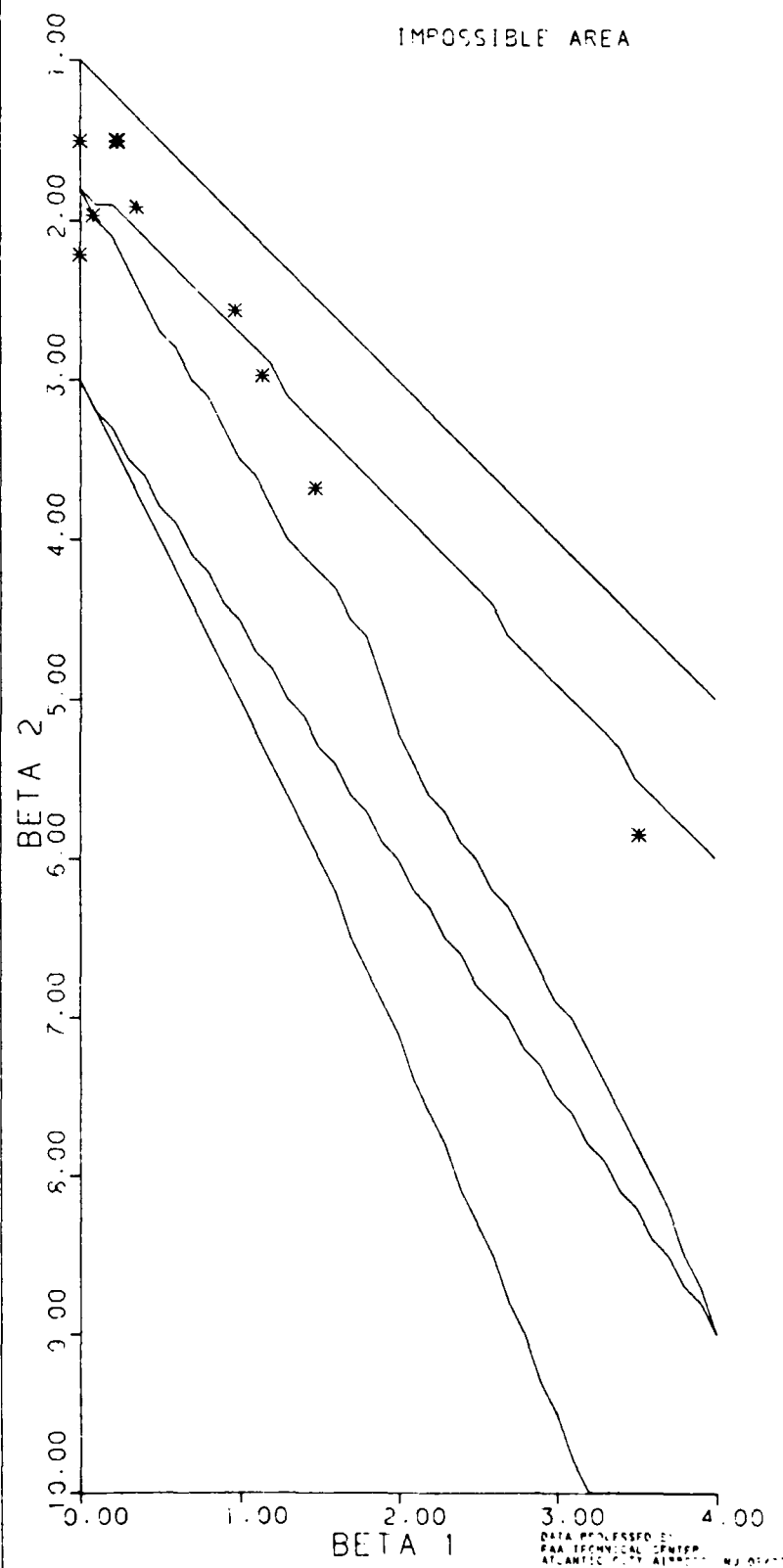
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 12.00 DEGREE STRAIGHT OUT DEPARTURES  
 ANGULAR POSITION (DEG)



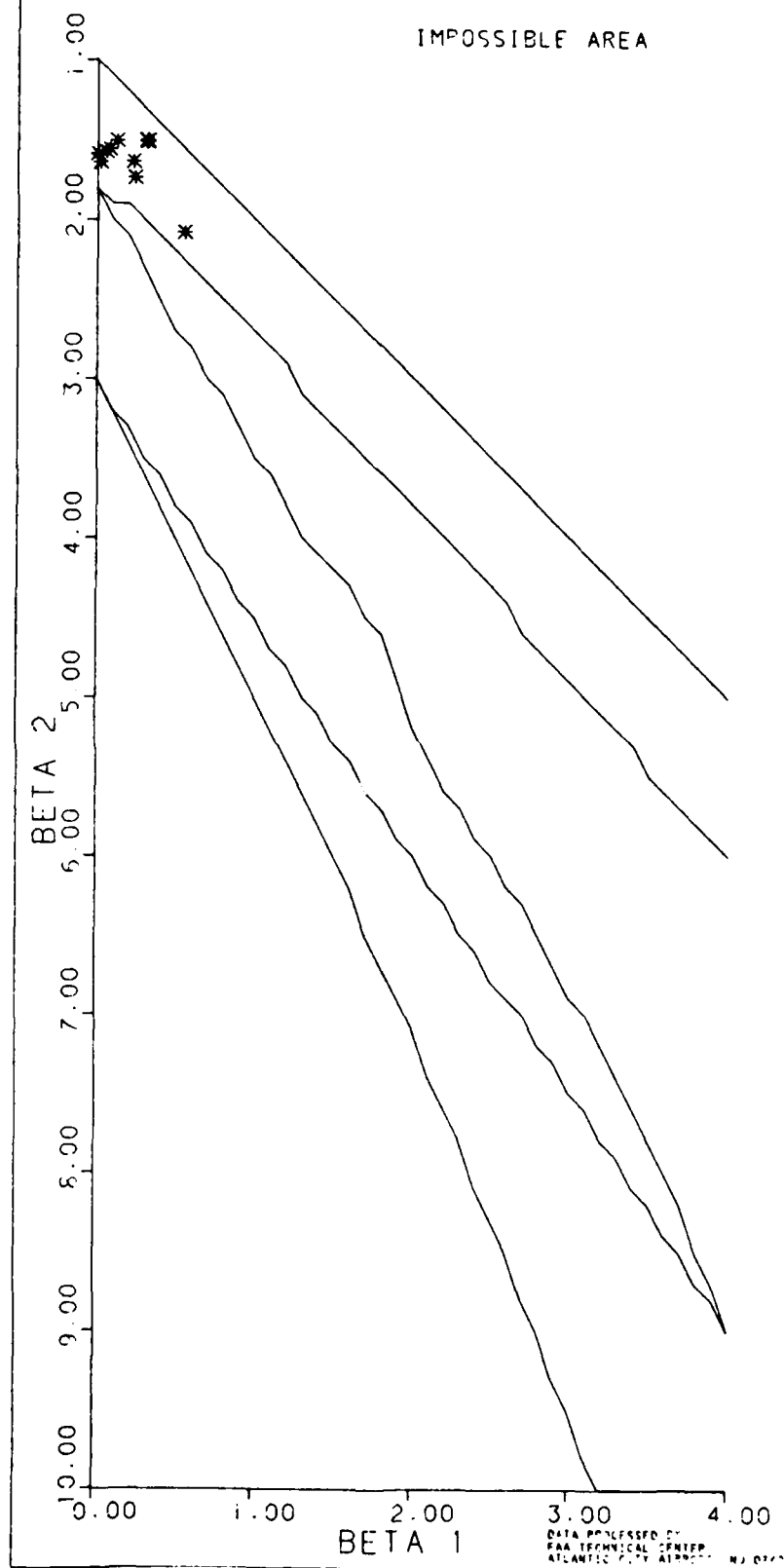
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 CROSSTRACK POSITION (FT)



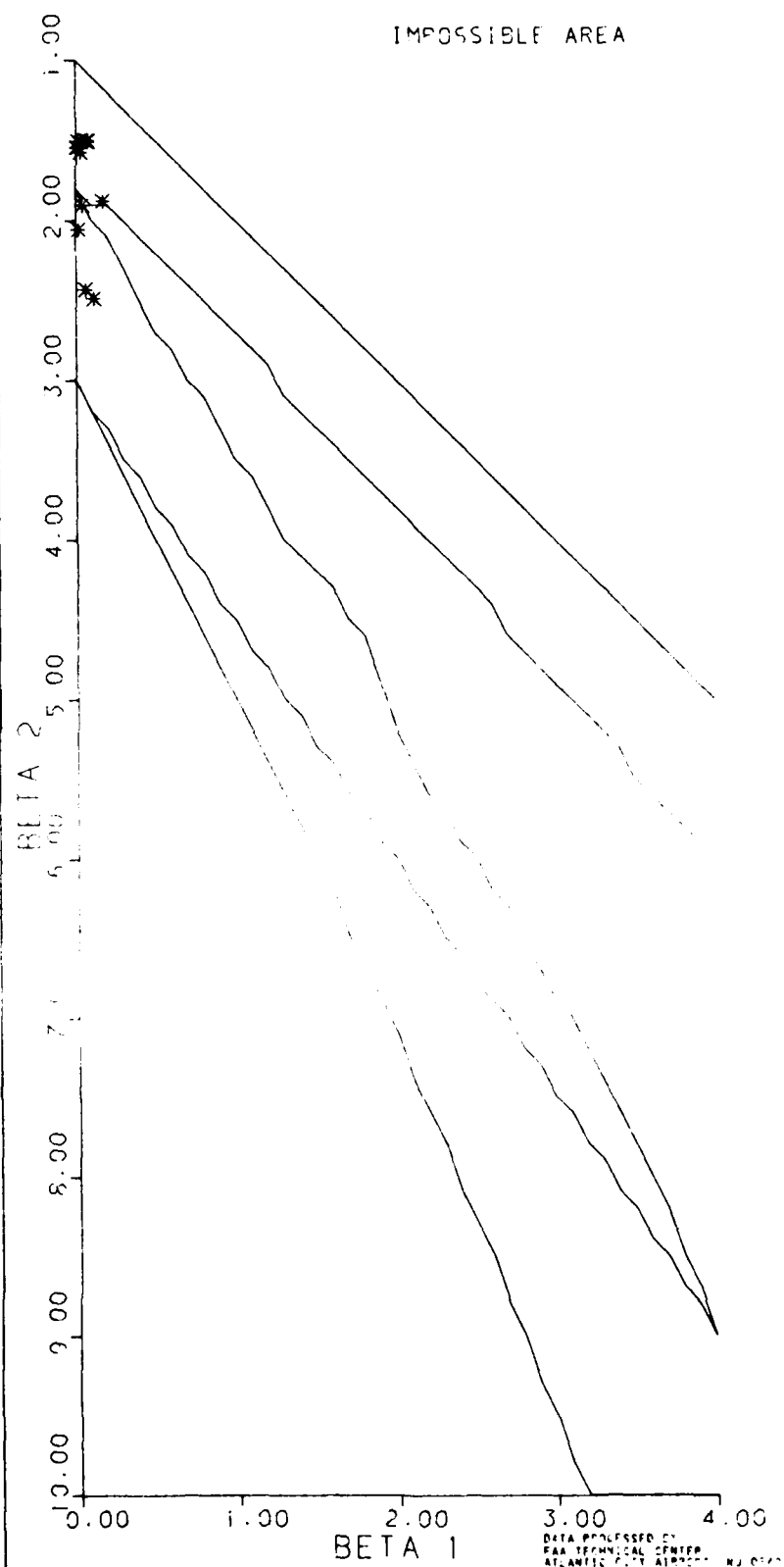
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 ALTITUDE (FT)



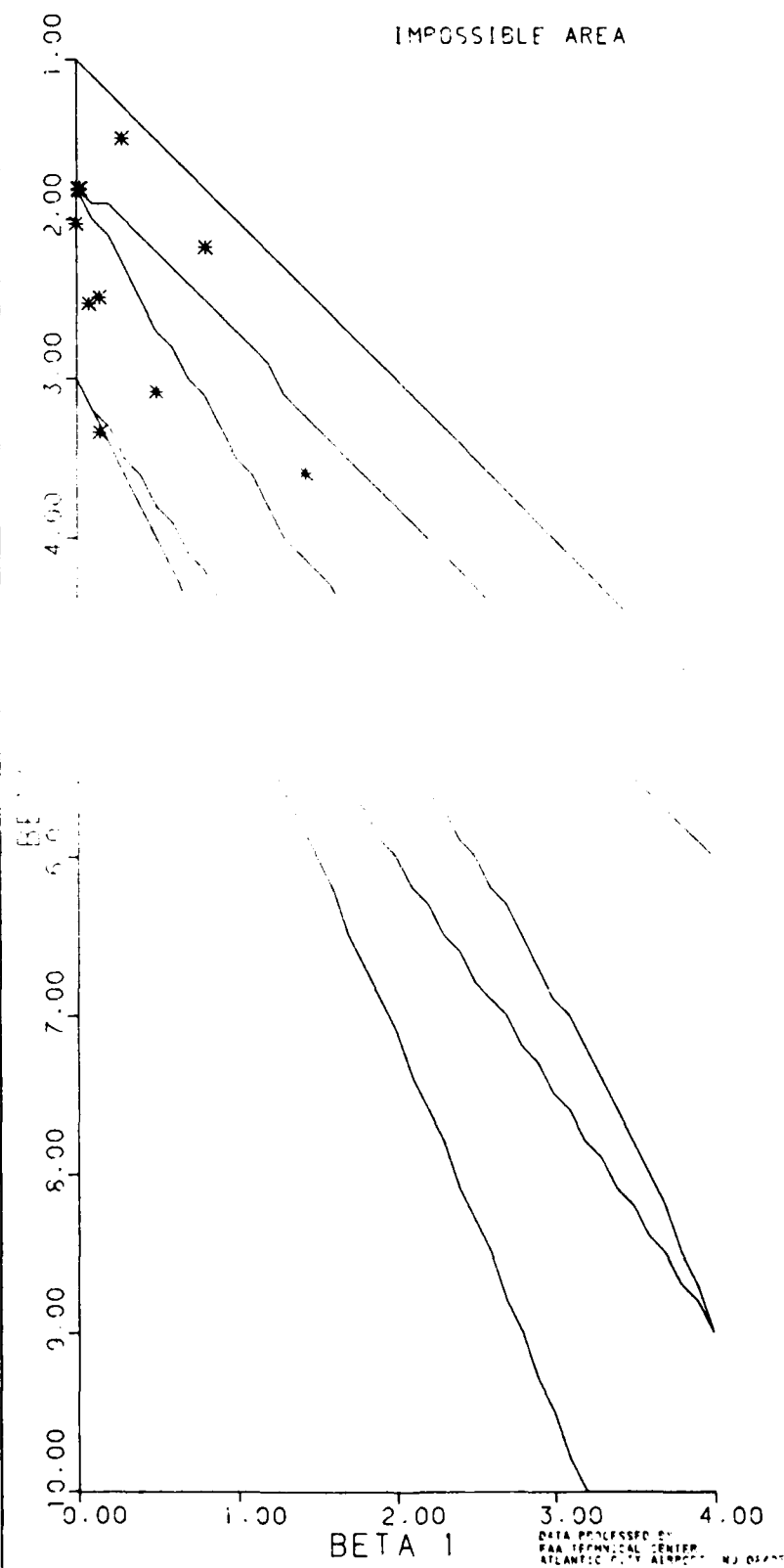
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CROSSTRACK VELOCITY (FPM)



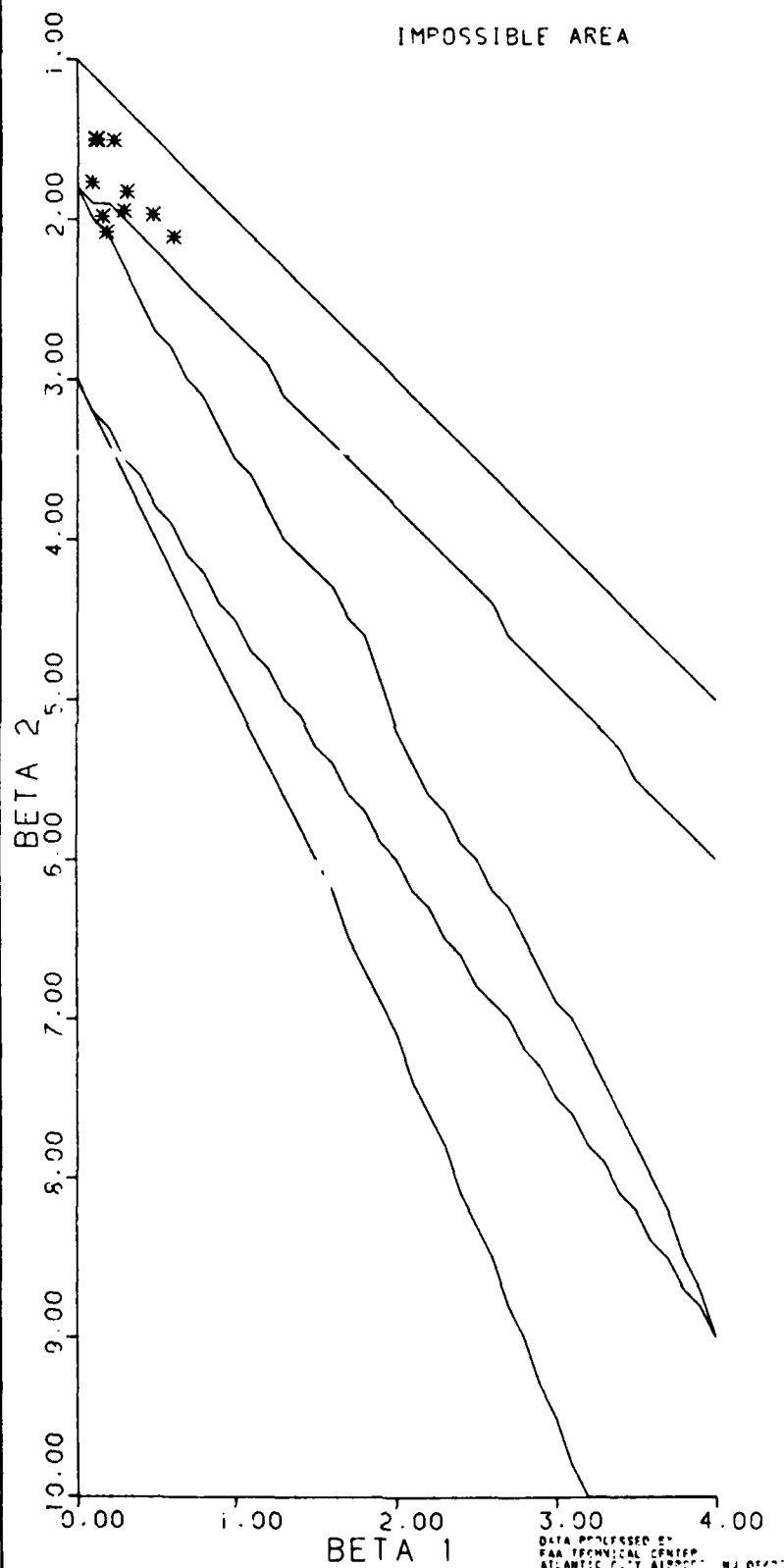
VMC DISTRIBUTION ANALYSIS -- S75 ONLY  
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 ALONGTRACK VELOCITY (FPM)



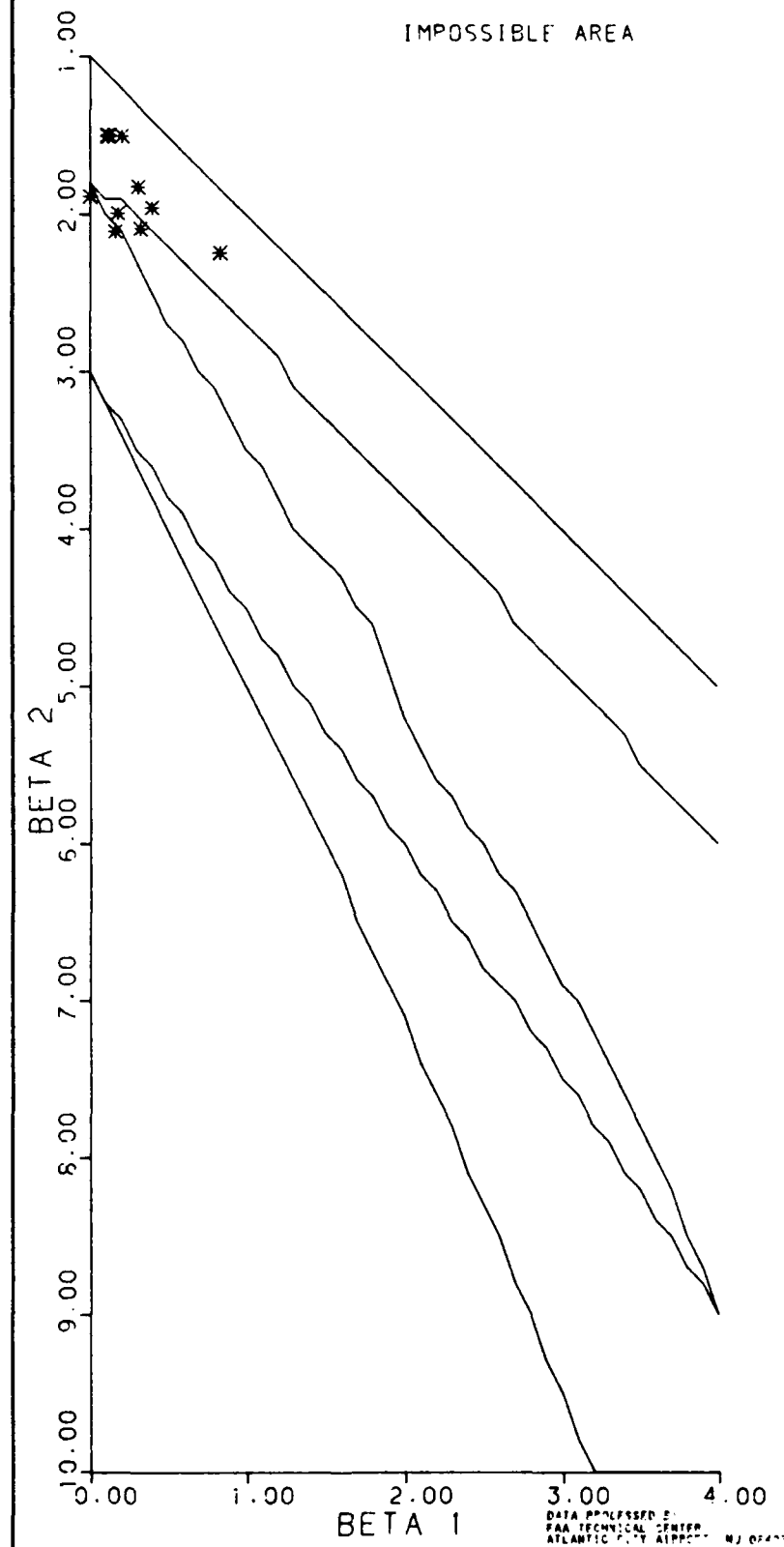
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 7.125 DEGREE CURVED DEPARTURES  
 VERTICAL VELOCITY (FPM)



VMC DISTRIBUTION ANALYSIS -- S75 ONLY  
 7.125 DEGREE CURVED DEPARTURES  
 GROUND SPEED (KNOTS)

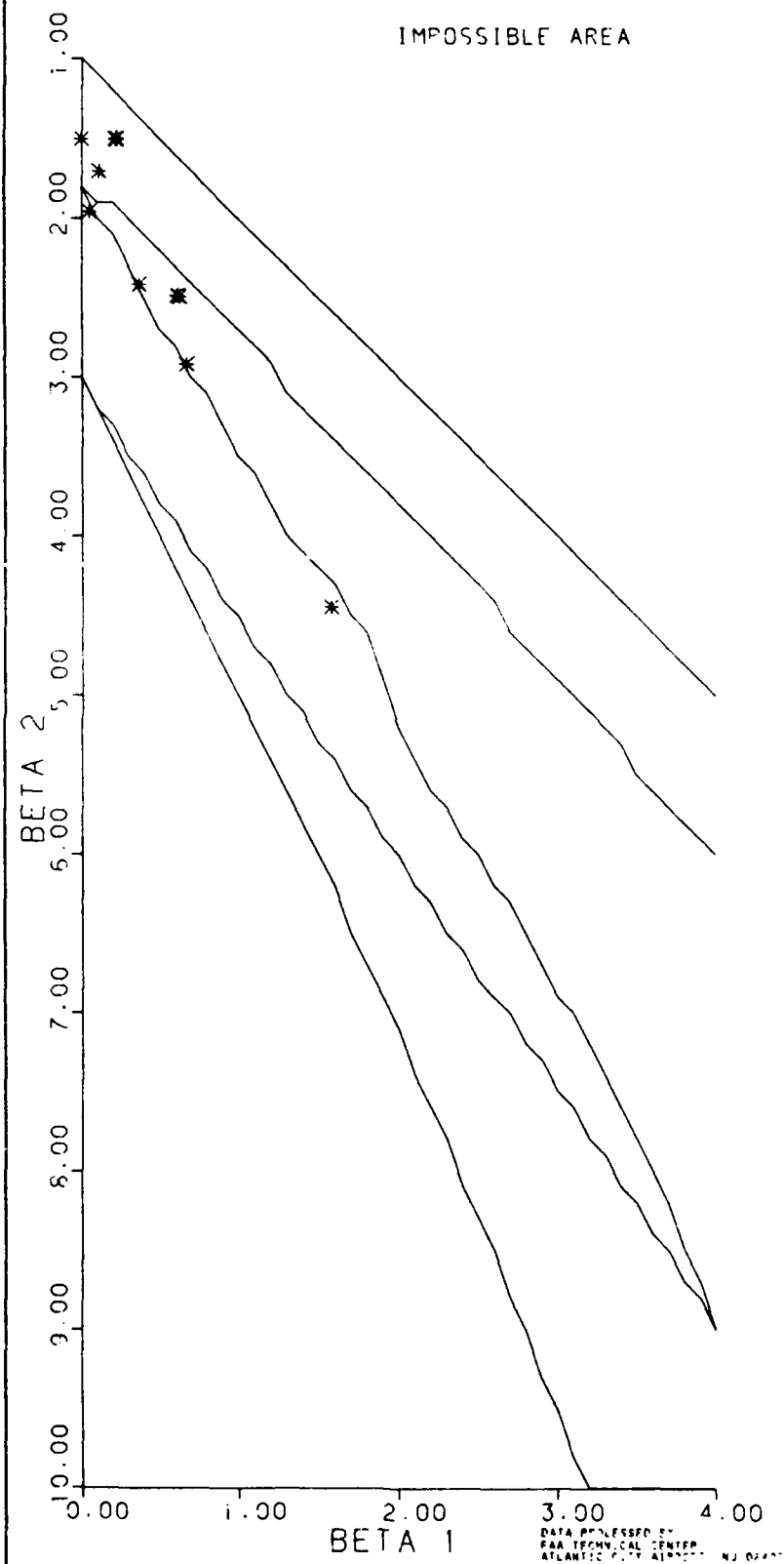


VMC DISTRIBUTION ANALYSIS -- S75 ONLY  
 7.125 DEGREE CURVED DEPARTURES  
 ALONGPATH SPEED (KNOTS)

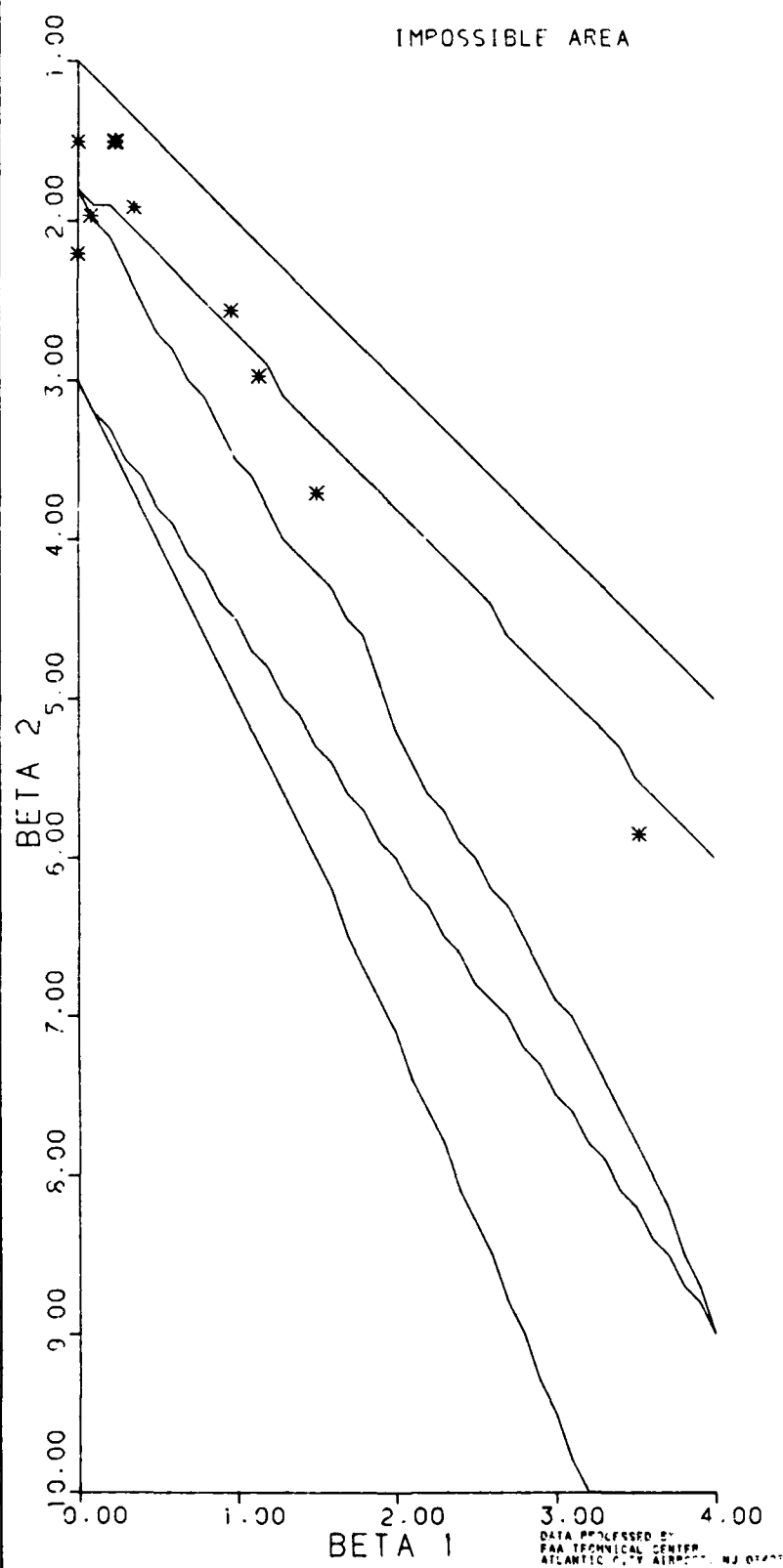




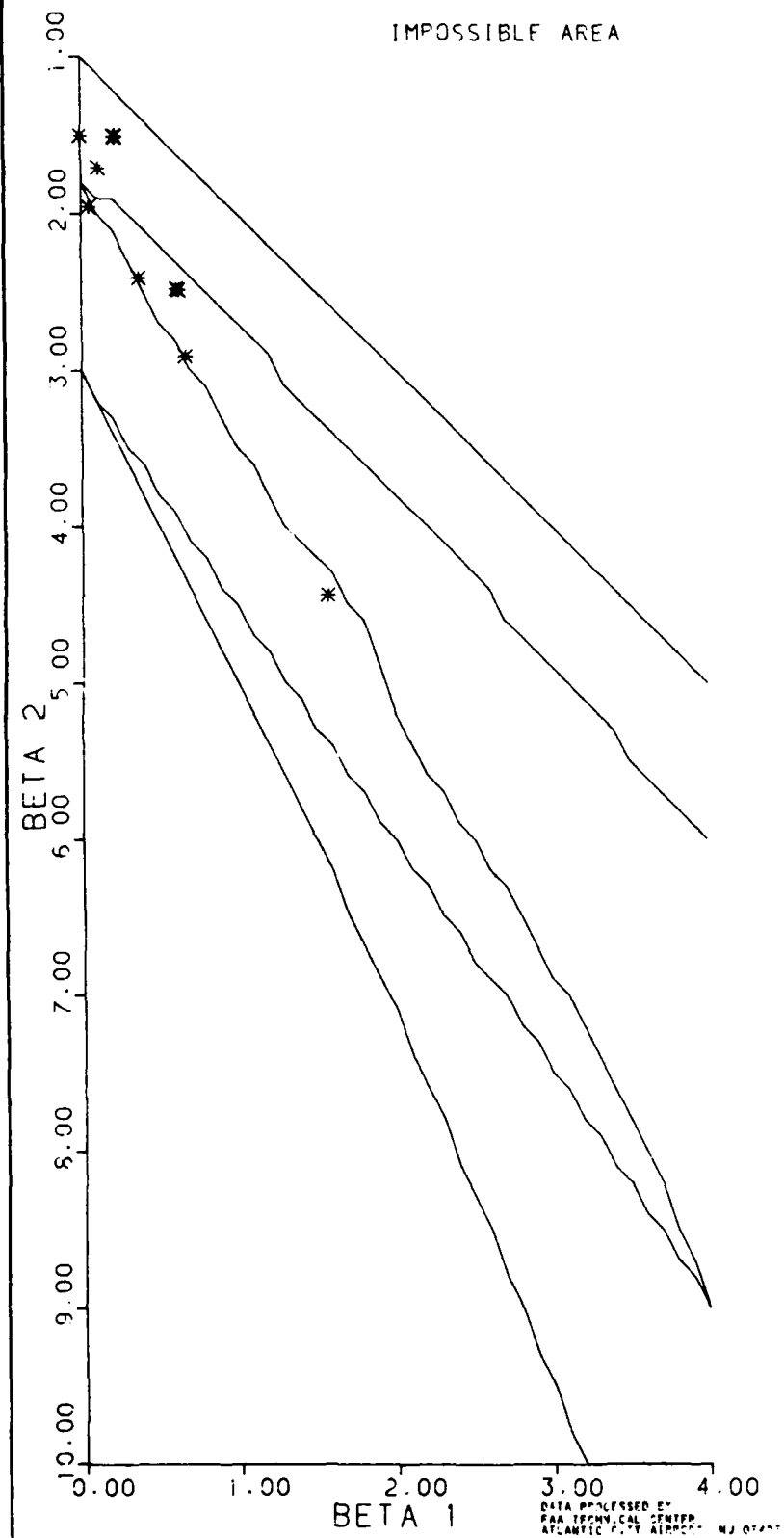
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 7.125 DEGREE CURVED DEPARTURES  
 ANGULAR ERROR (DEG)



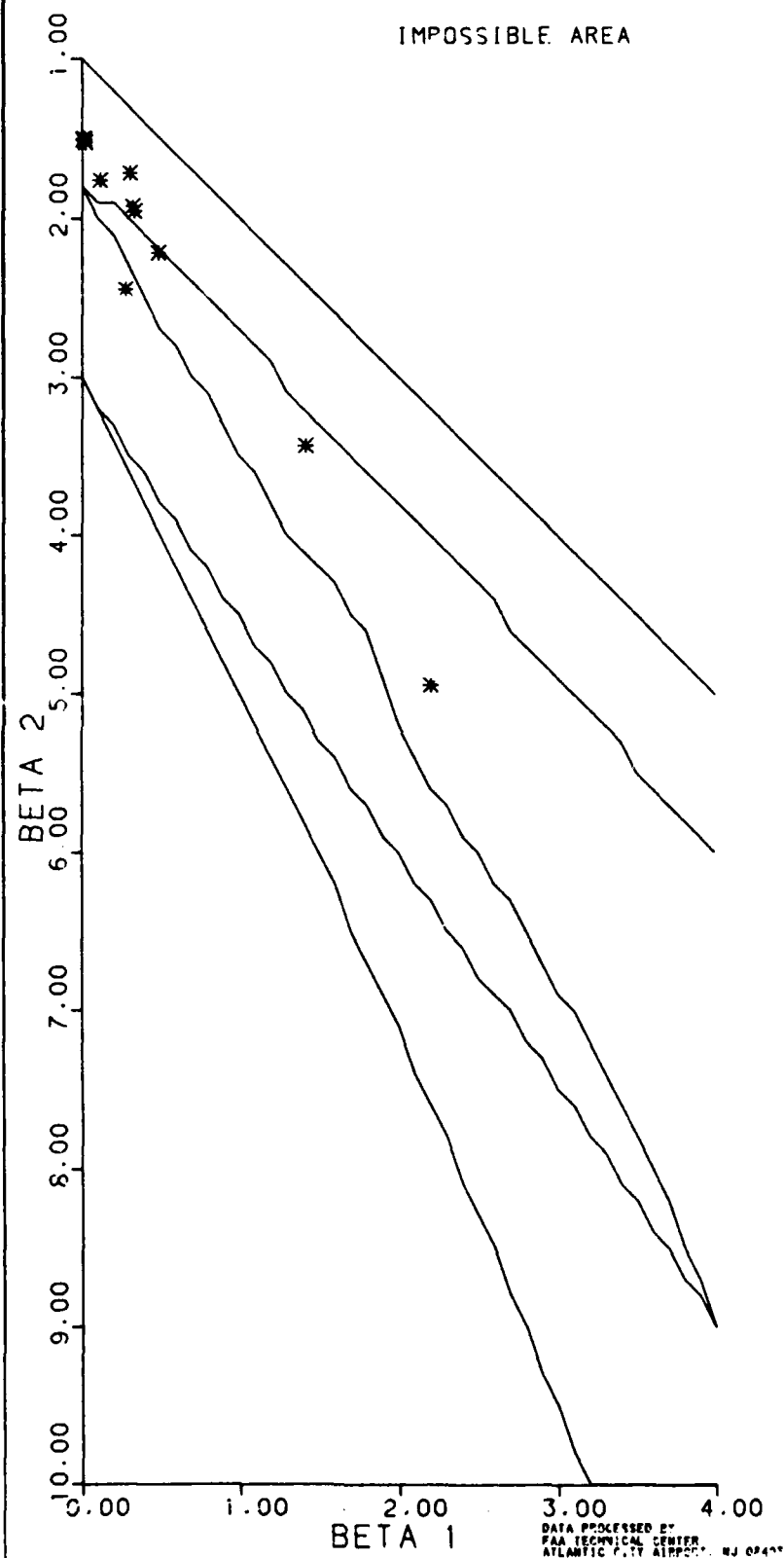
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 7.125 DEGREE CURVED DEPARTURES  
 ALTITUDE ERROR (FT)



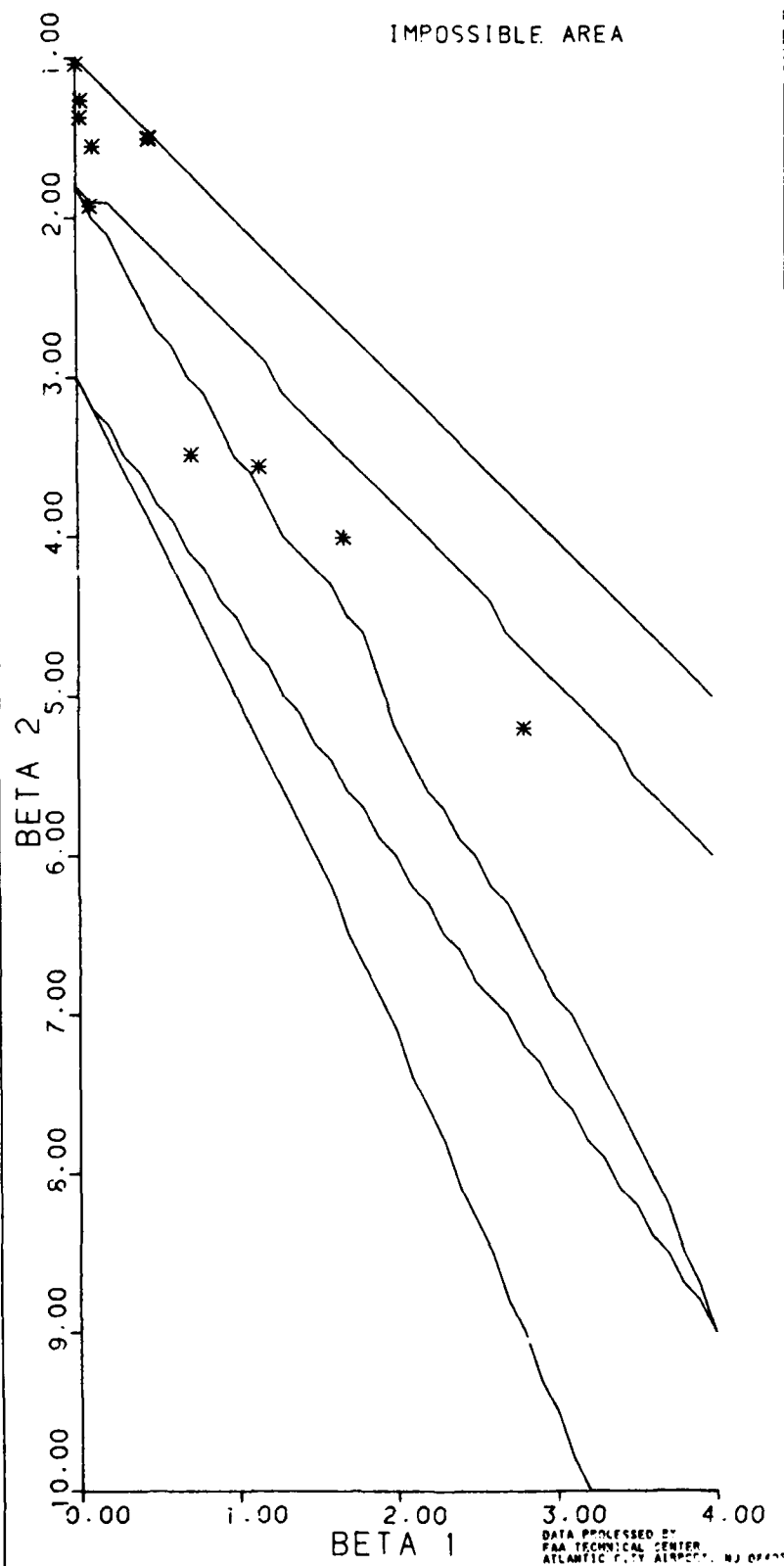
VMC DISTRIBUTION ANALYSIS -- S75 ONLY  
 7.125 DEGREE CURVED DEPARTURES  
 ANGULAR POSITION (DEG)



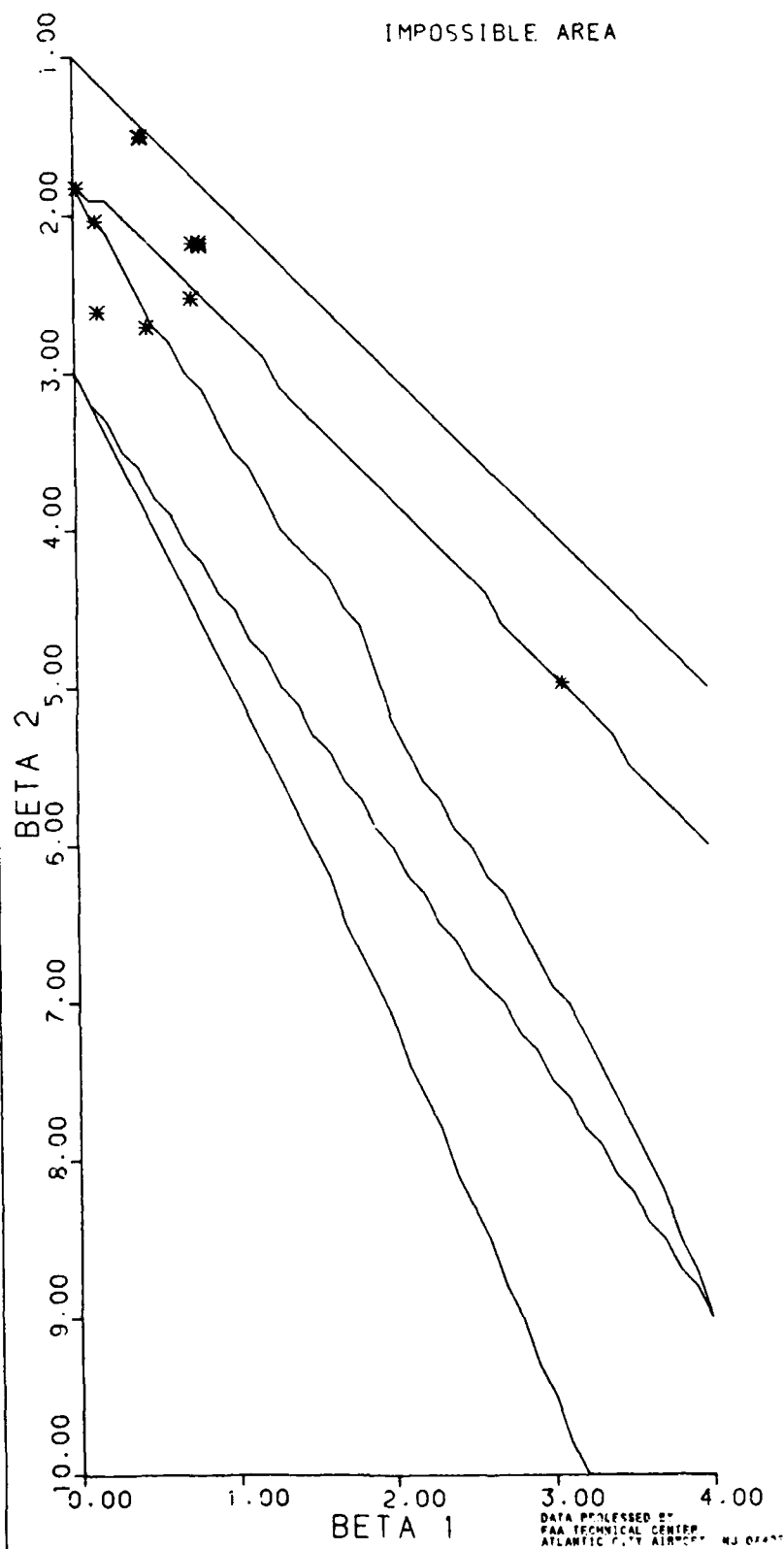
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 10.00 DEGREE CURVED DEPARTURES  
 CROSSTRACK POSITION (FT)



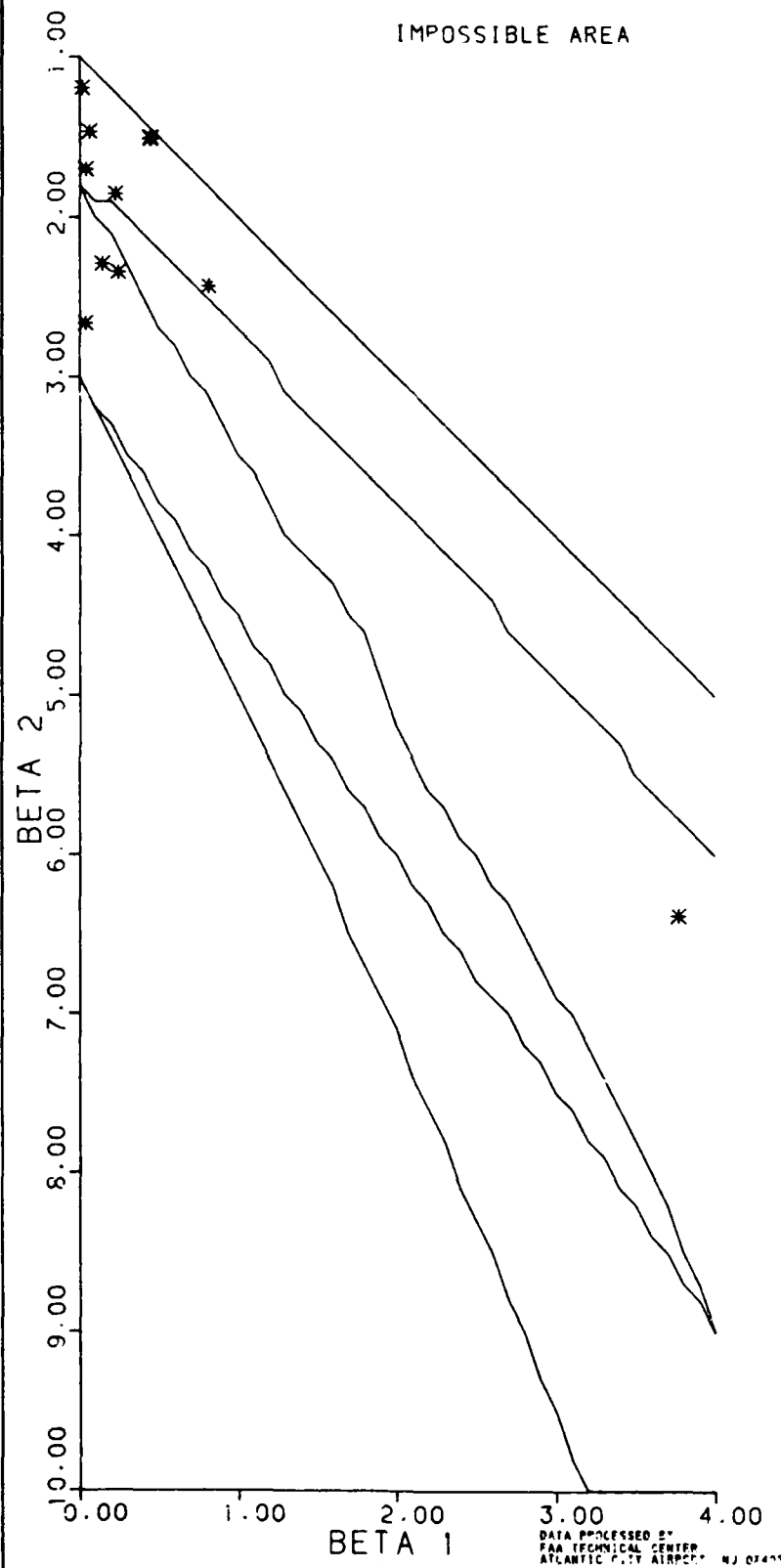
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 10.00 DEGREE CURVED DEPARTURES  
 ALTITUDE (FT)



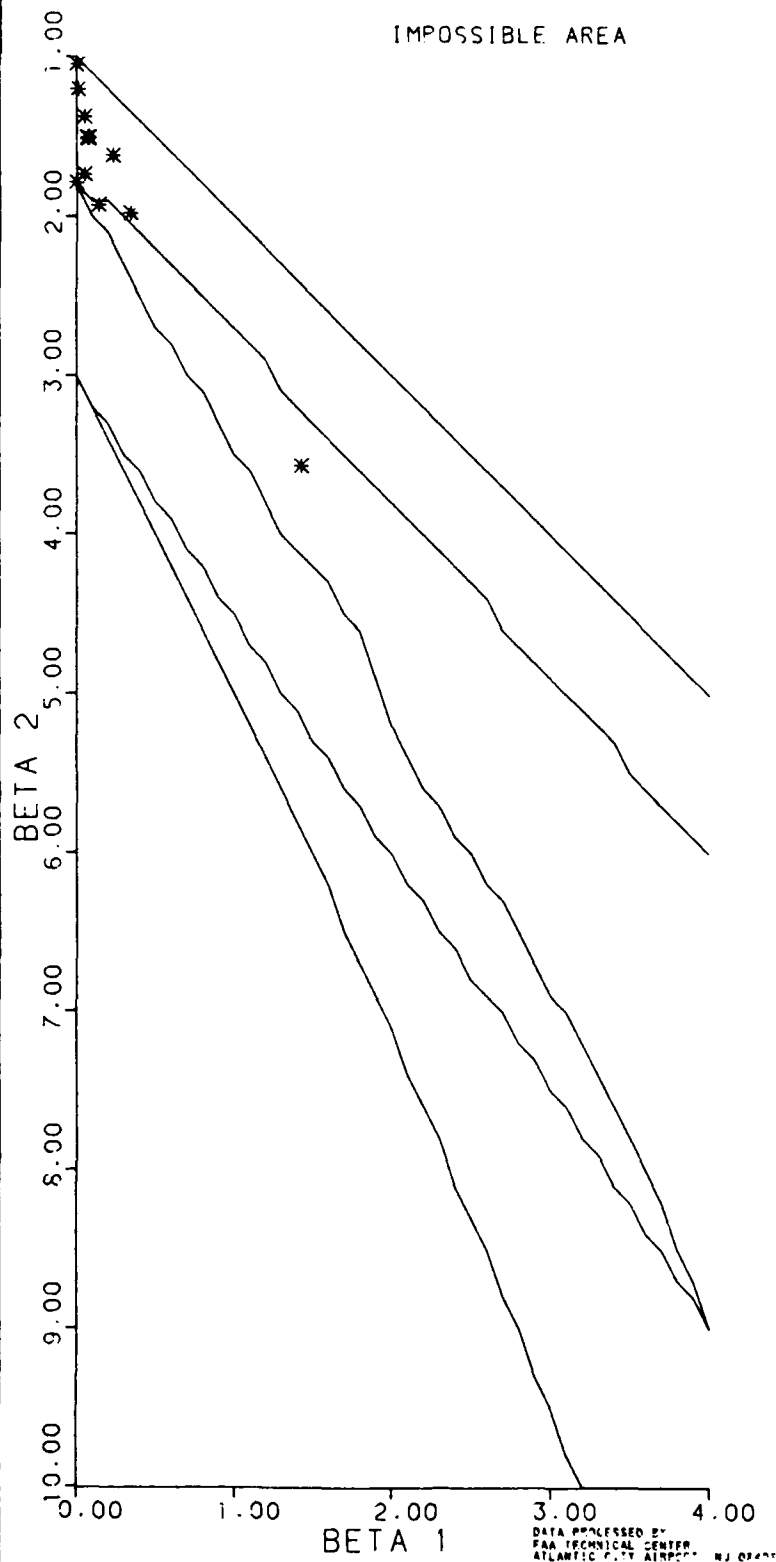
VMC DISTRIBUTION ANALYSIS -- S75 ONLY  
 10.00 DEGREE CURVED DEPARTURES  
 CROSSTRACK VELOCITY (FPM)



VMC DISTRIBUTION ANALYSIS -- S75 ONLY  
 10.00 DEGREE CURVED DEPARTURES  
 ALONGTRACK VELOCITY (FPM)

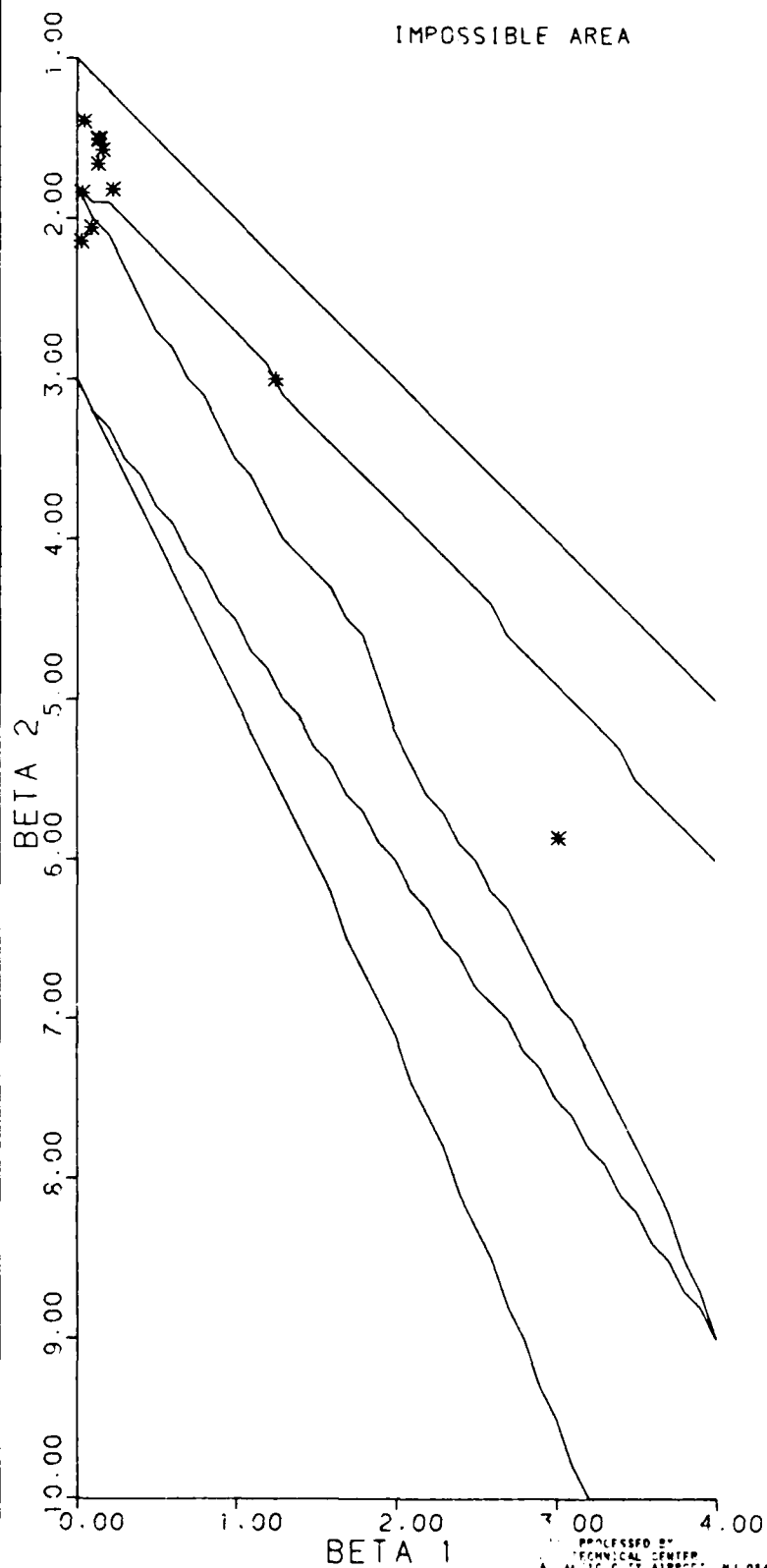


VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 10.00 DEGREE CURVED DEPARTURES  
 VERTICAL VELOCITY (FPM)

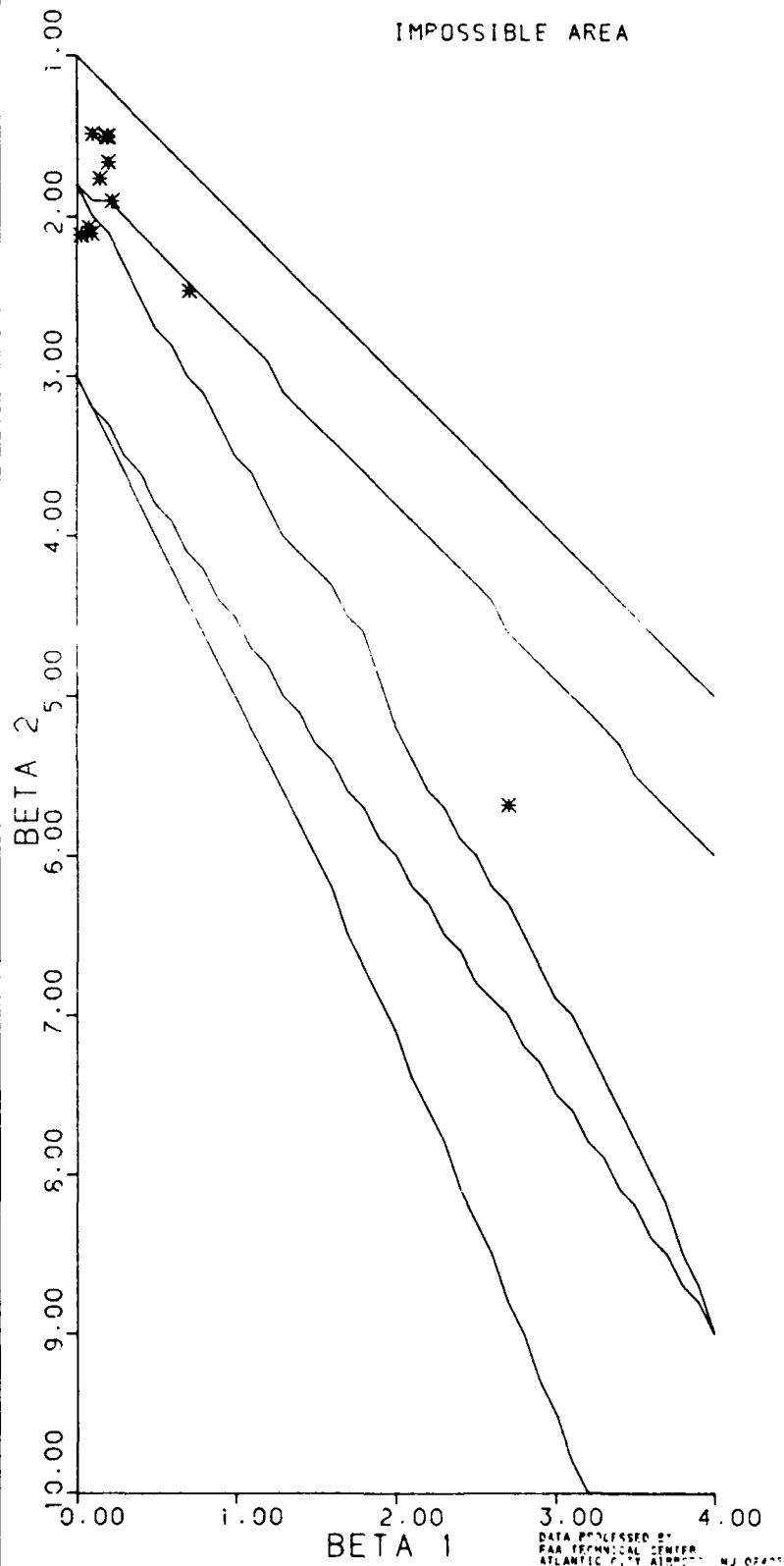




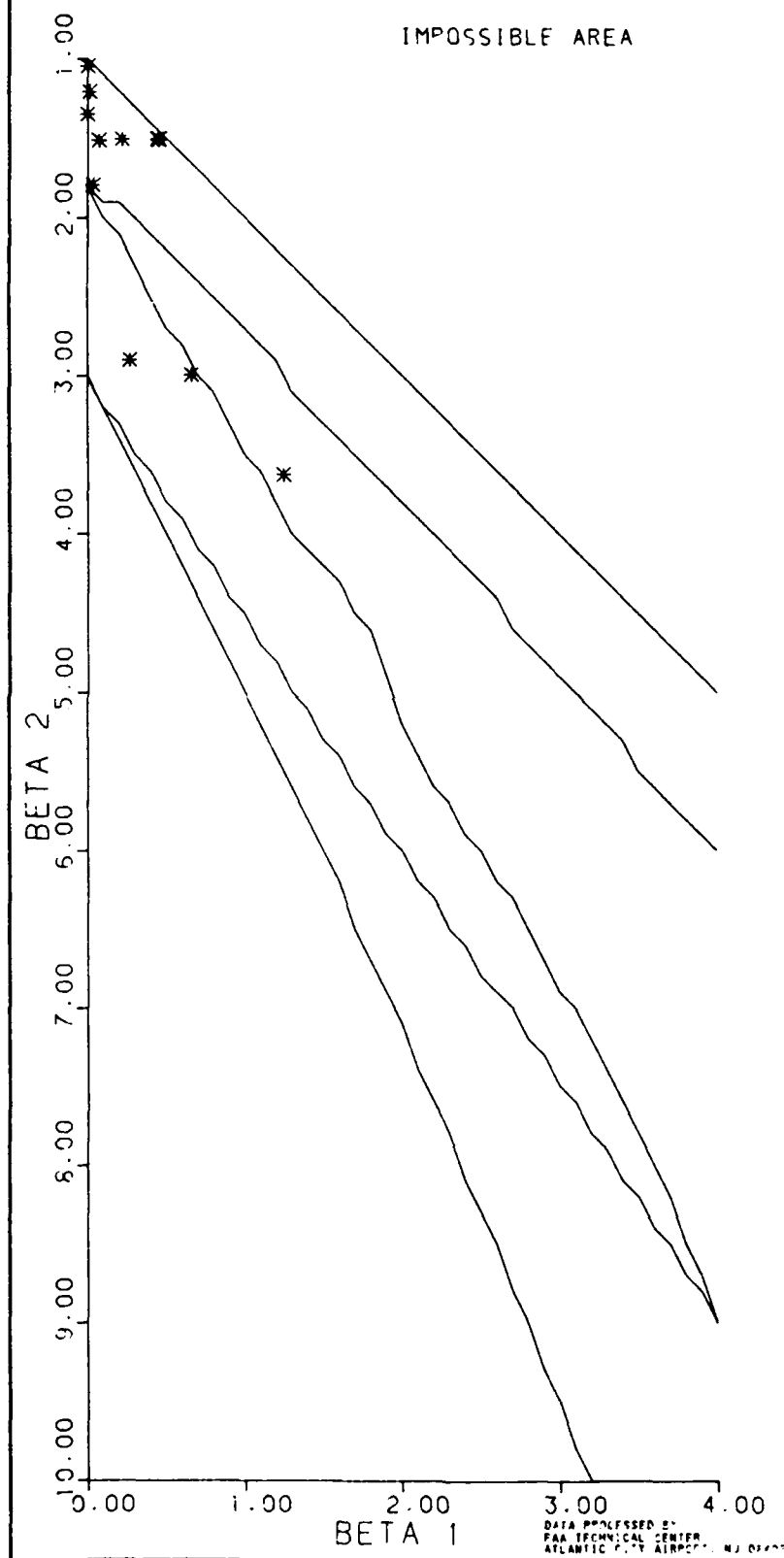
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 10.00 DEGREE CURVED DEPARTURES  
 GROUND SPEED (KNOTS)



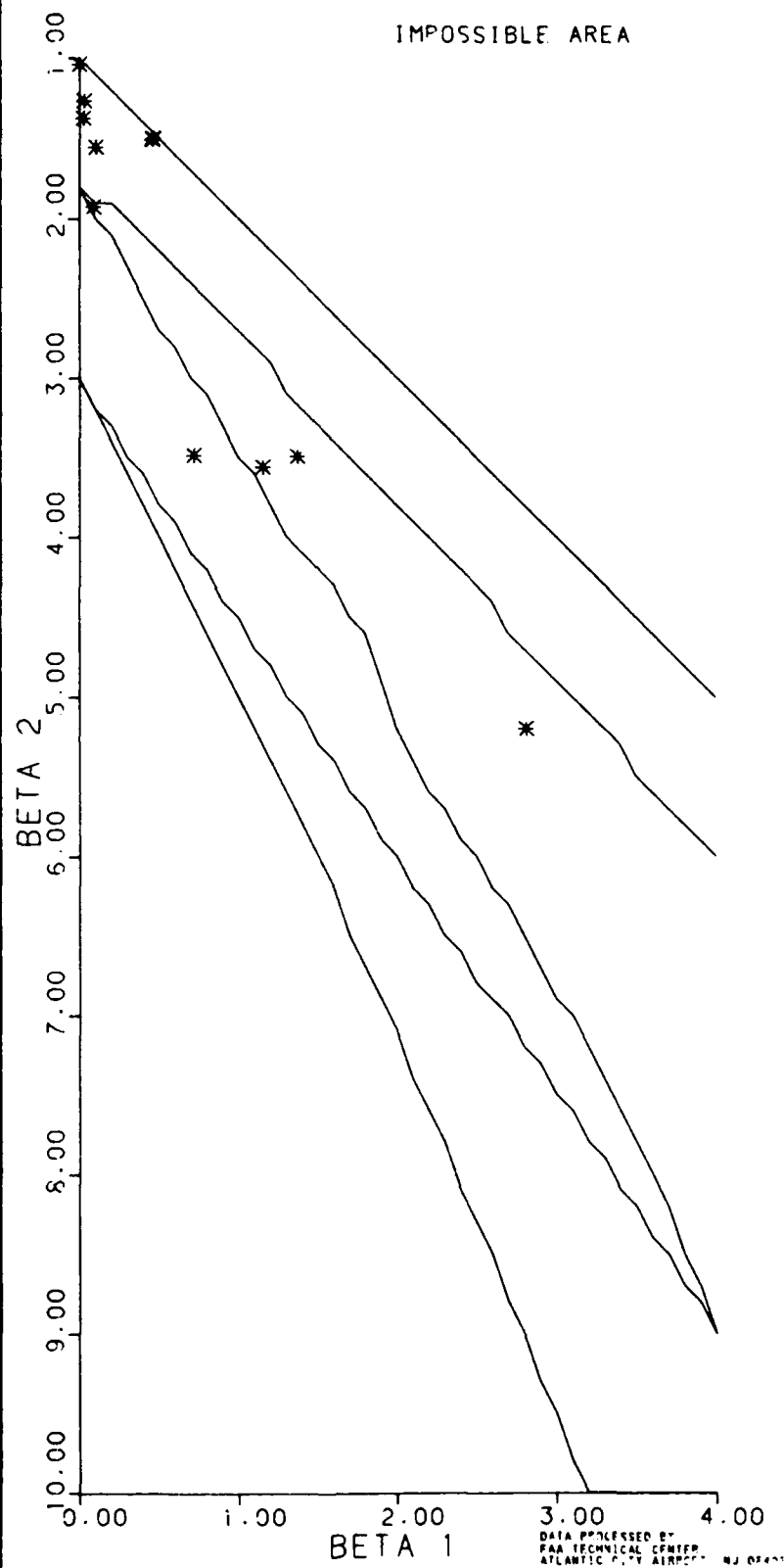
VMC DISTRIBUTION ANALYSIS -- S75 ONLY  
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 ALONGPATH SPEED (KNOTS)



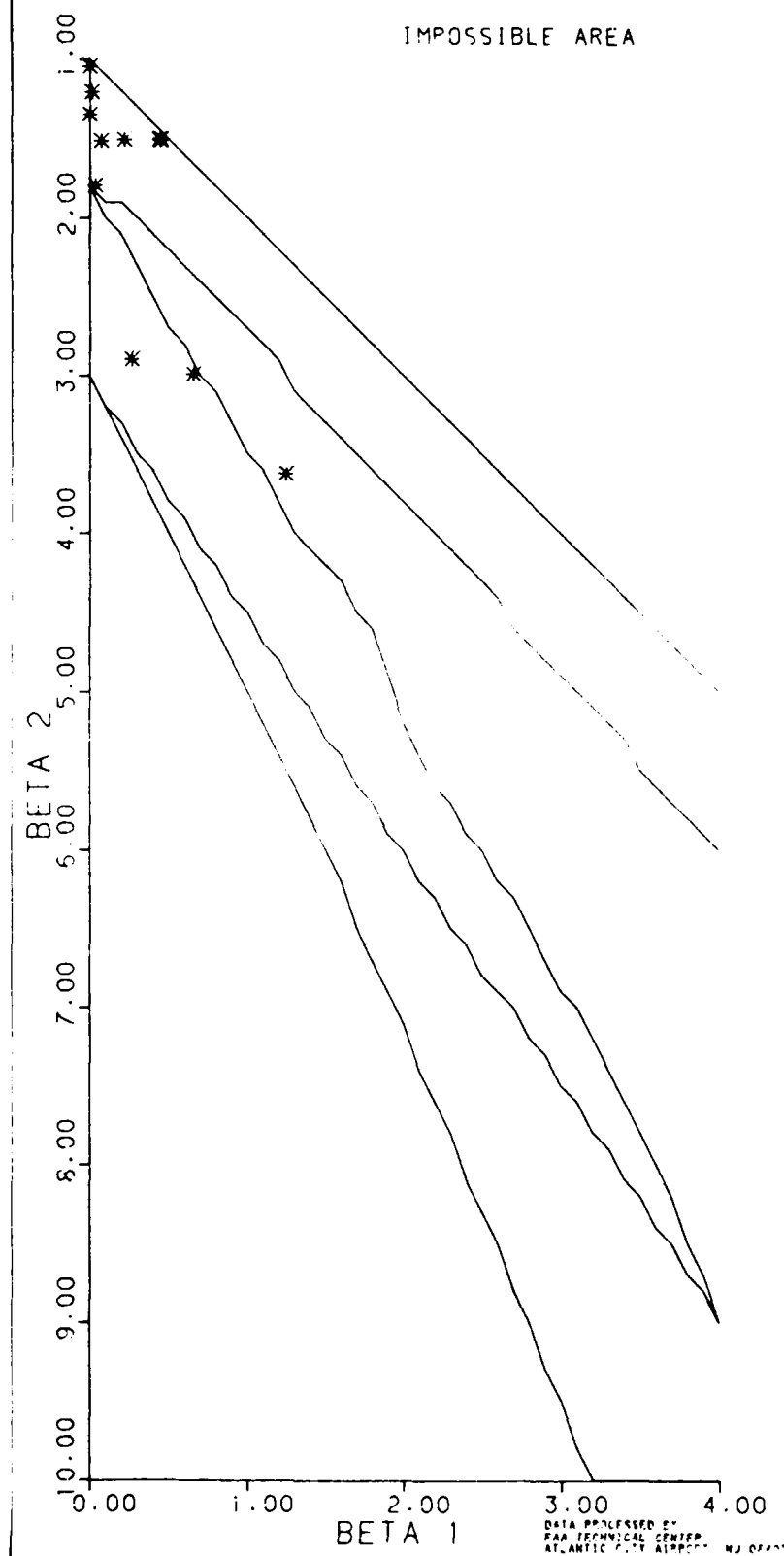
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 10.00 DEGREE CURVED DEPARTURES  
 ANGULAR ERROR (DEG)



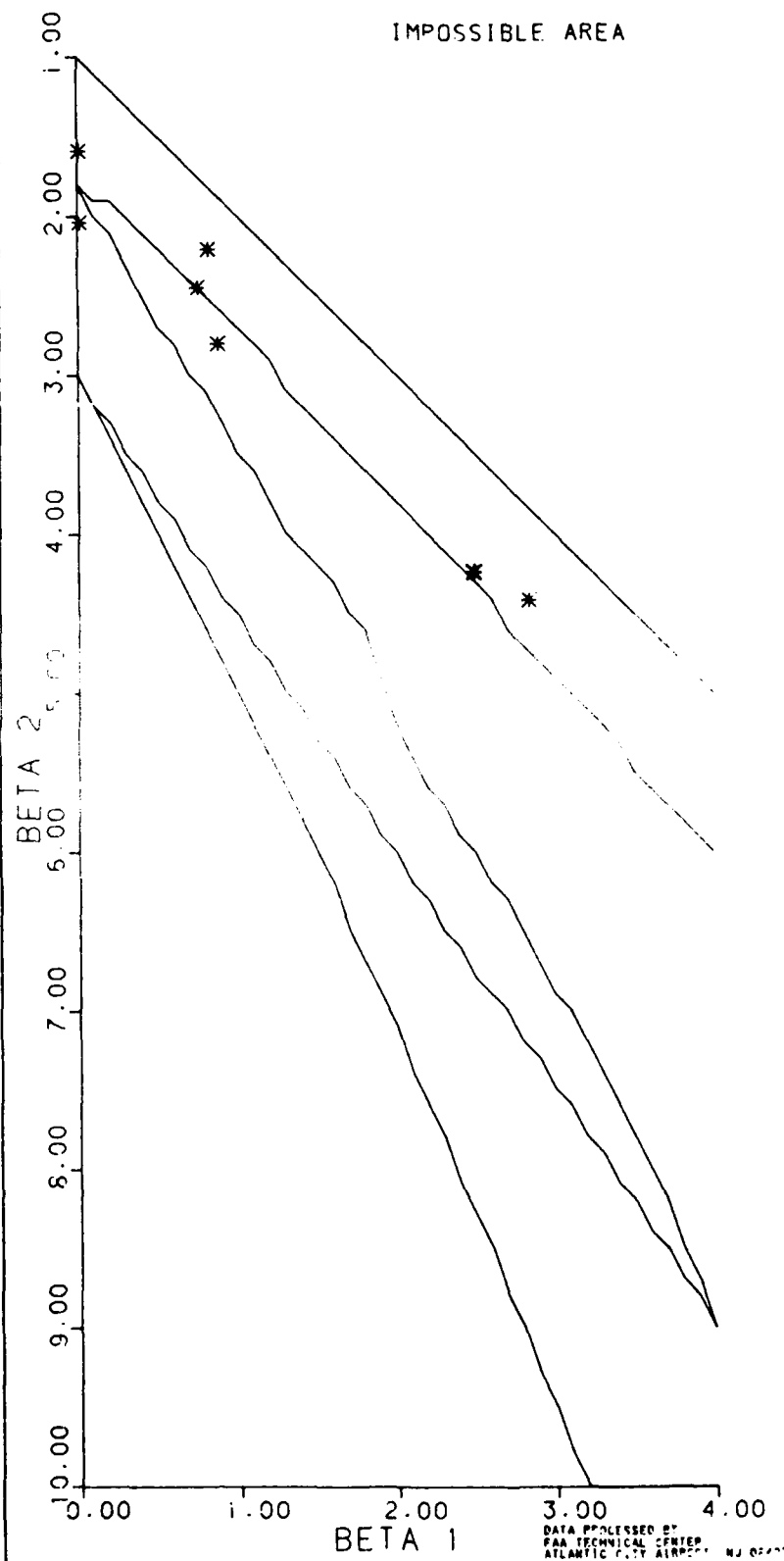
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 10.00 DEGREE CURVED DEPARTURES  
 ALTITUDE ERROR (FT)



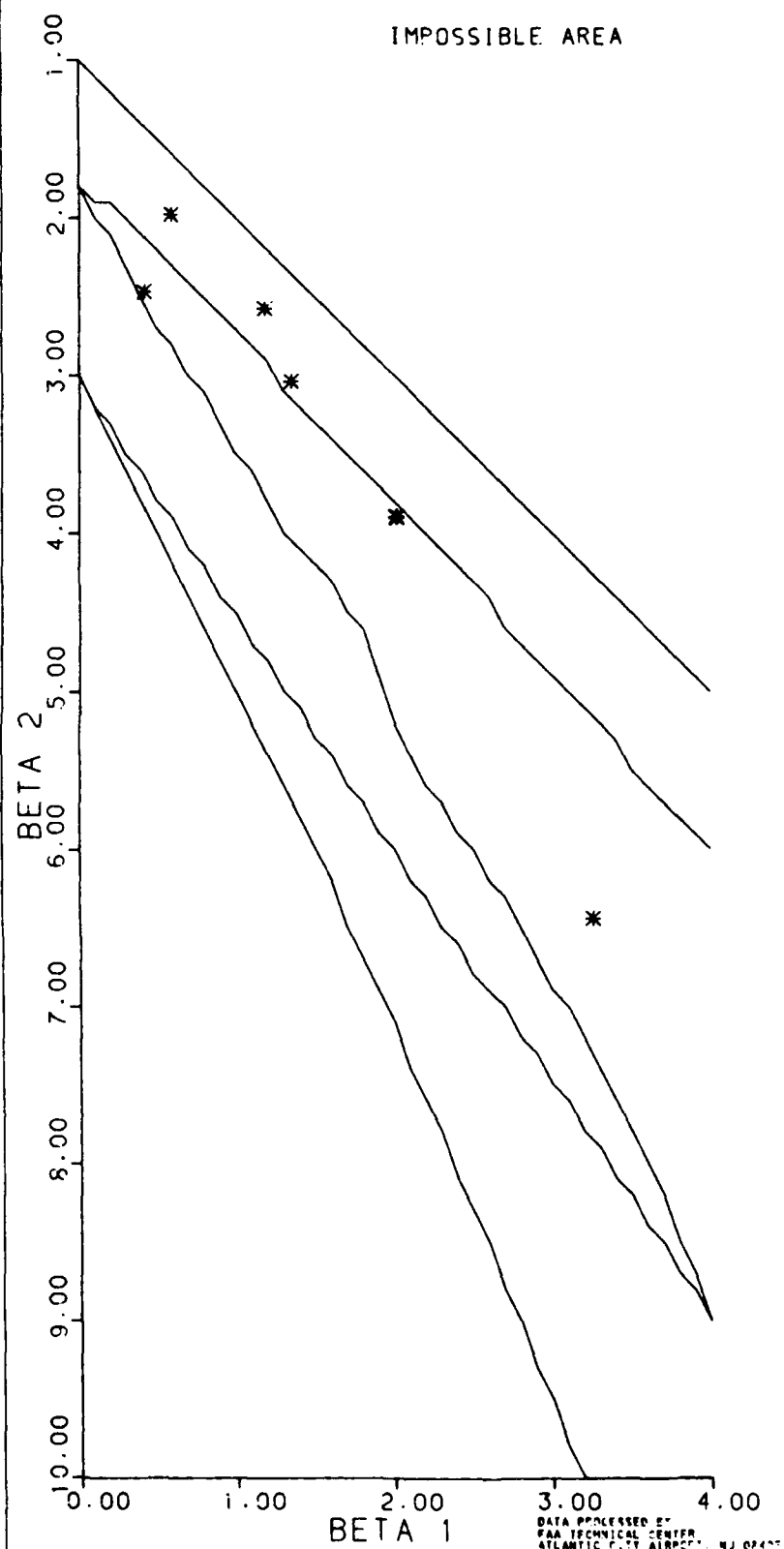
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 10.00 DEGREE CURVED DEPARTURES  
 ANGULAR POSITION (DEG)



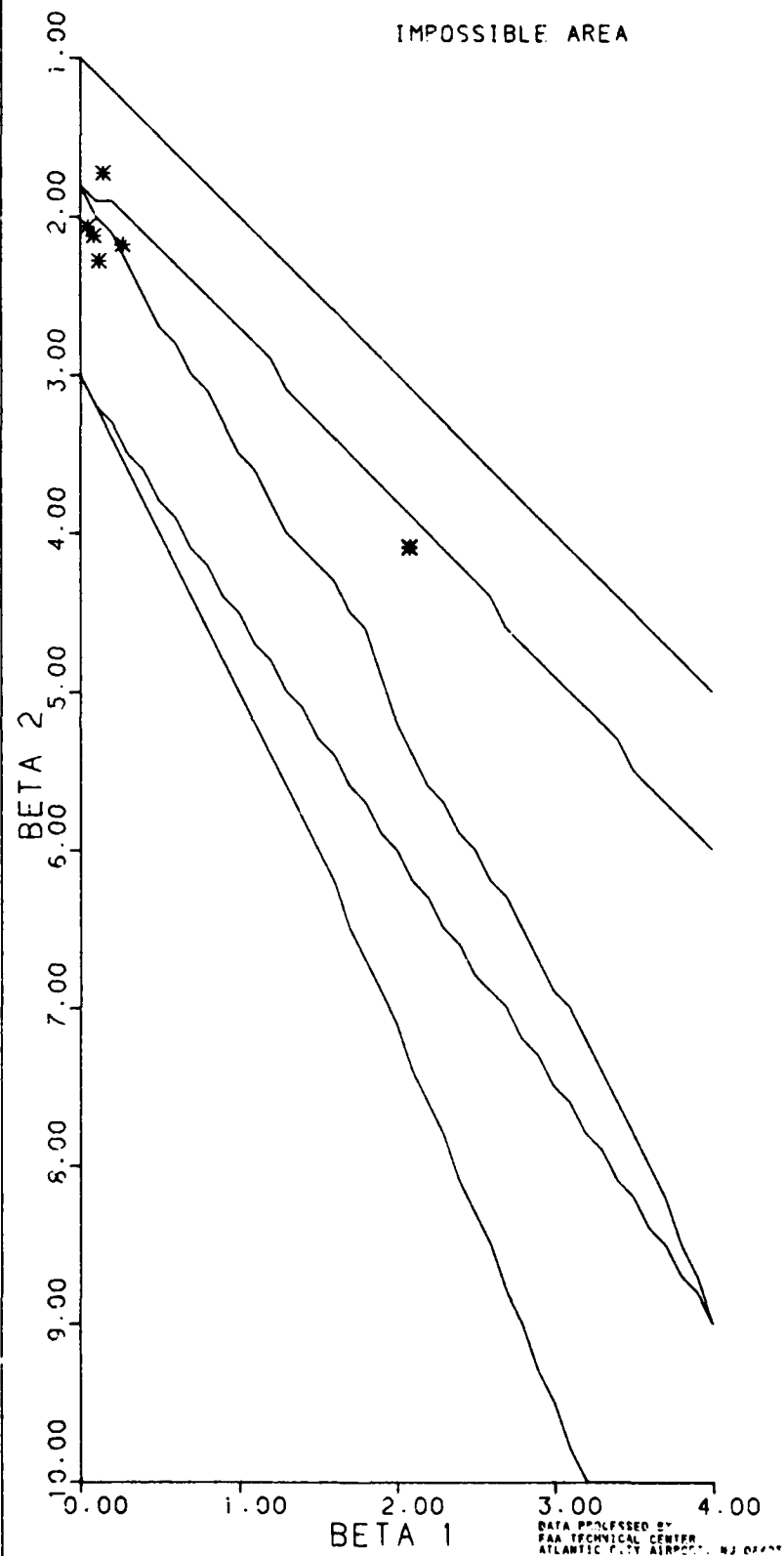
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 12.00 DEGREE CURVED DEPARTURES  
 CROSSTRACK POSITION (FT)



VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 12.00 DEGREE CURVED DEPARTURES  
 ALTITUDE (FT)

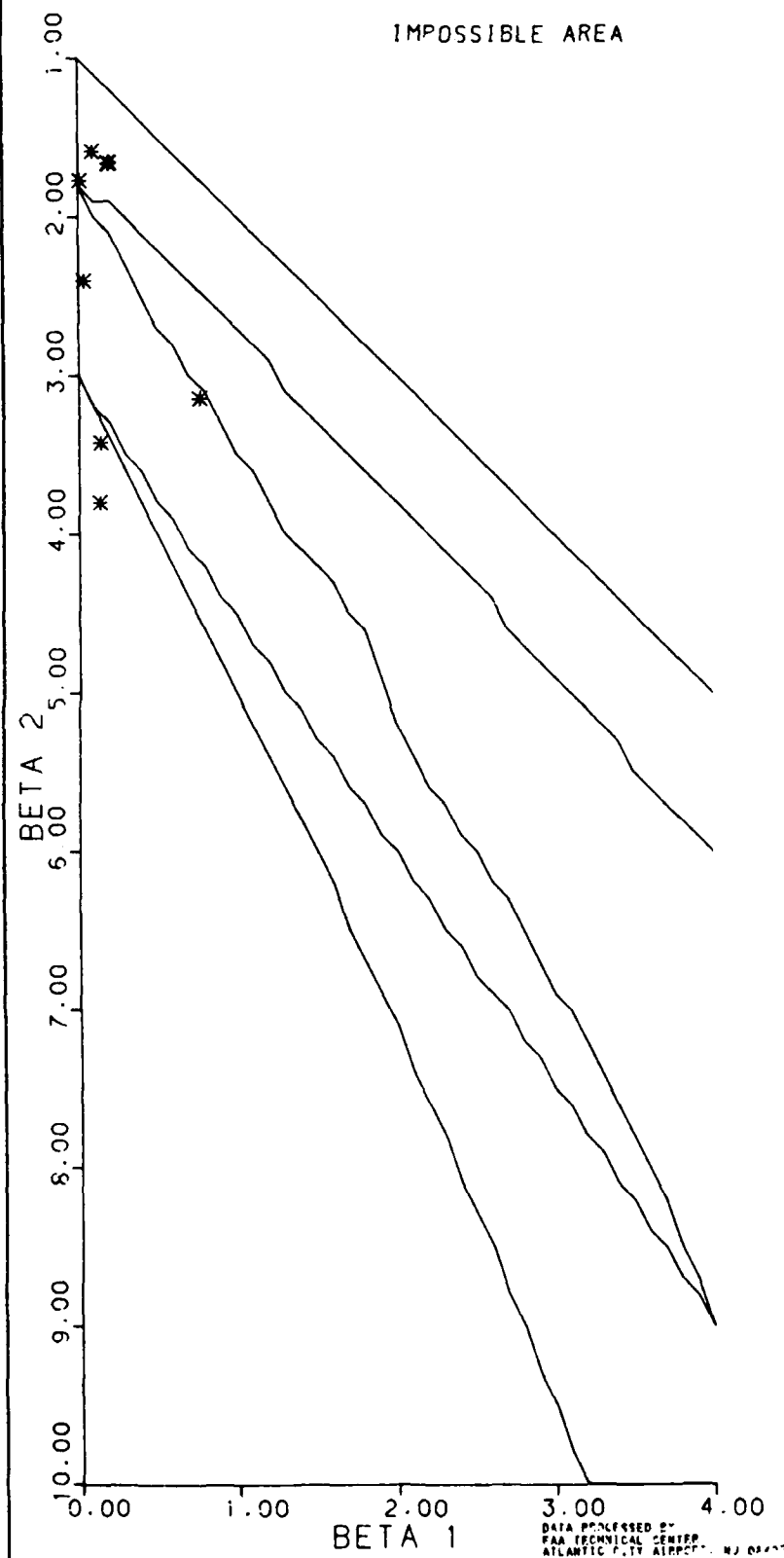


VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 12.00 DEGREE CURVED DEPARTURES  
 CROSSTRACK VELOCITY (FPM)

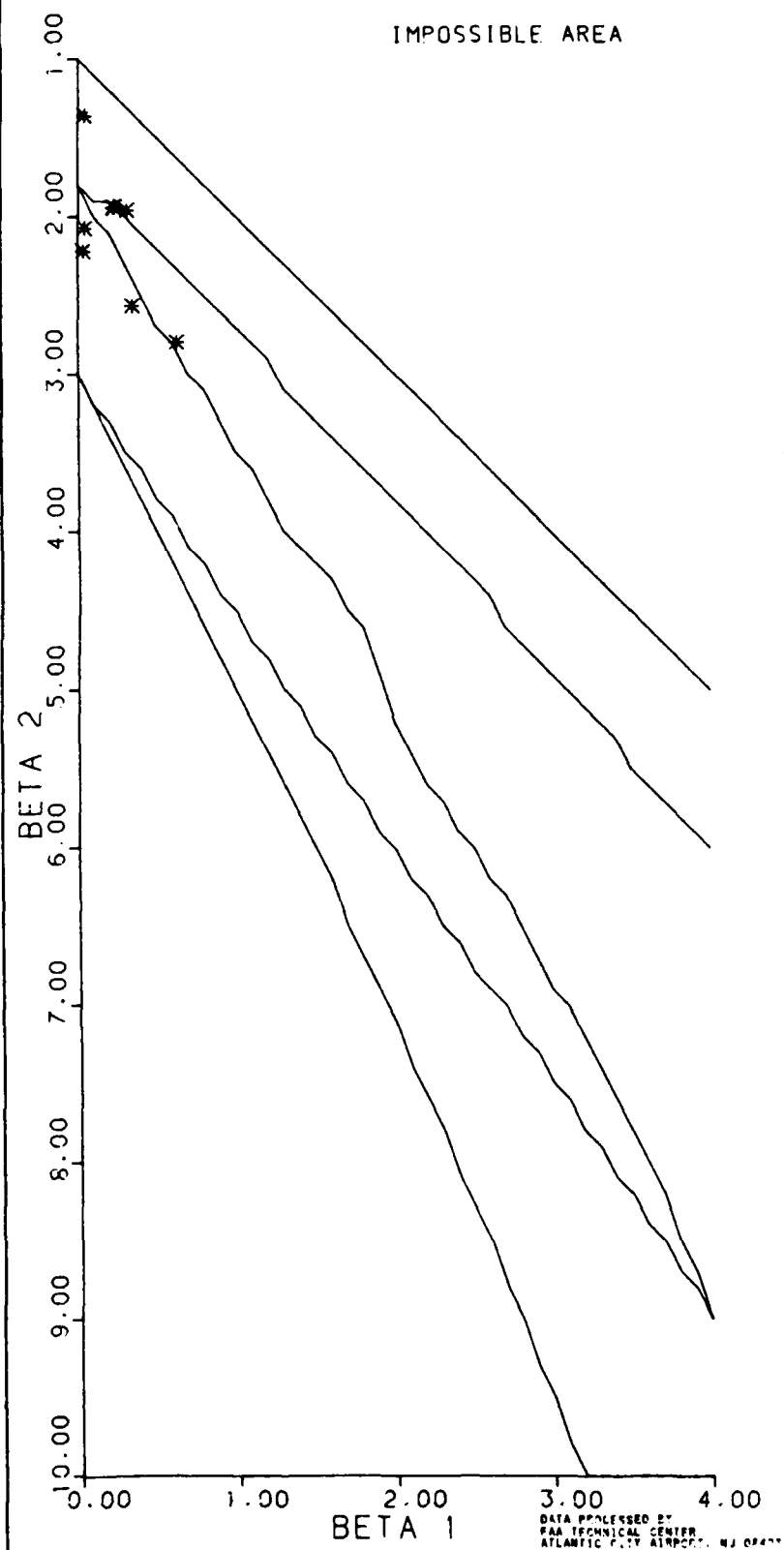




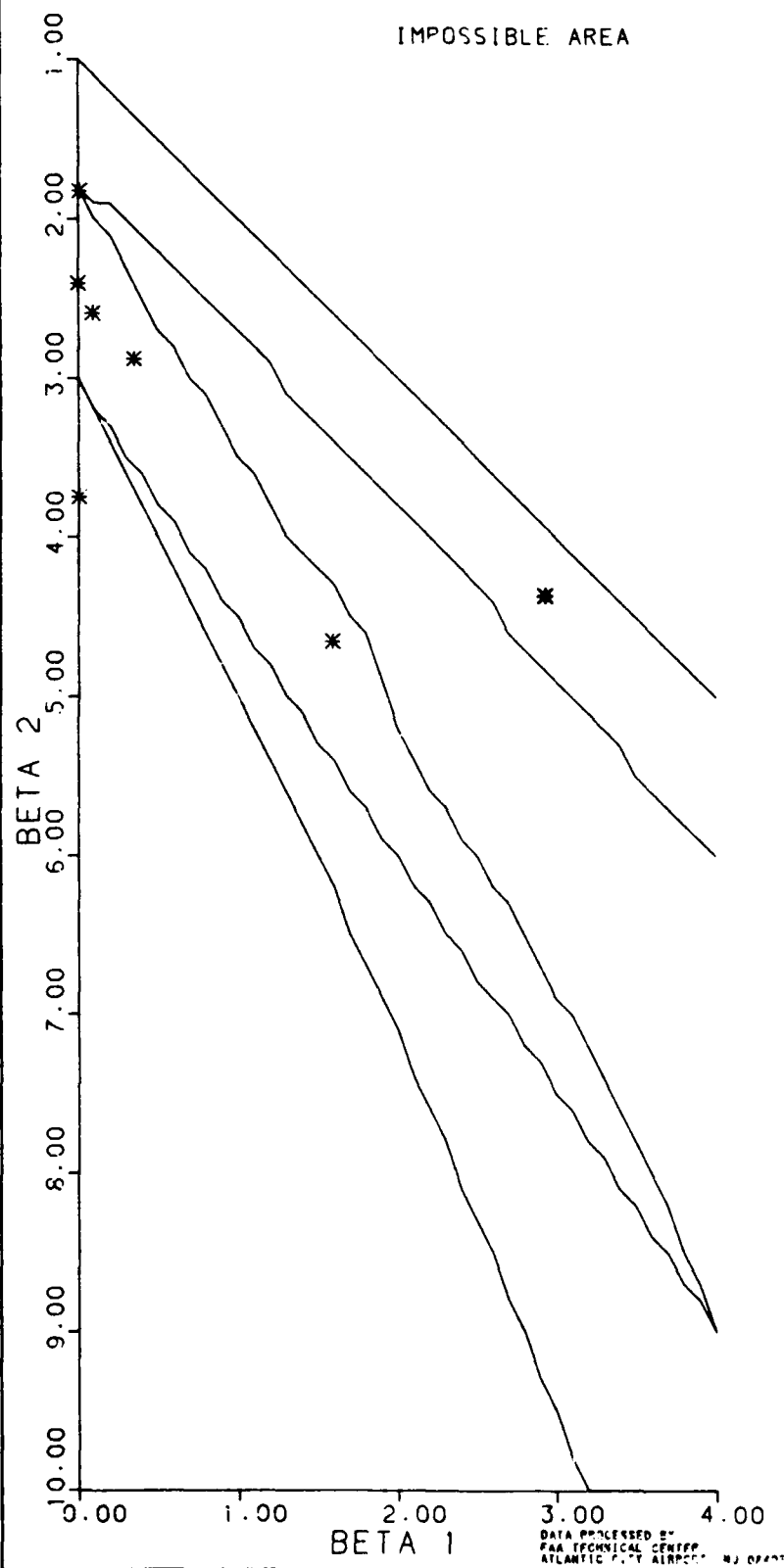
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 12.00 DEGREE CURVED DEPARTURES  
 ALONGTRACK VELOCITY (FPM)



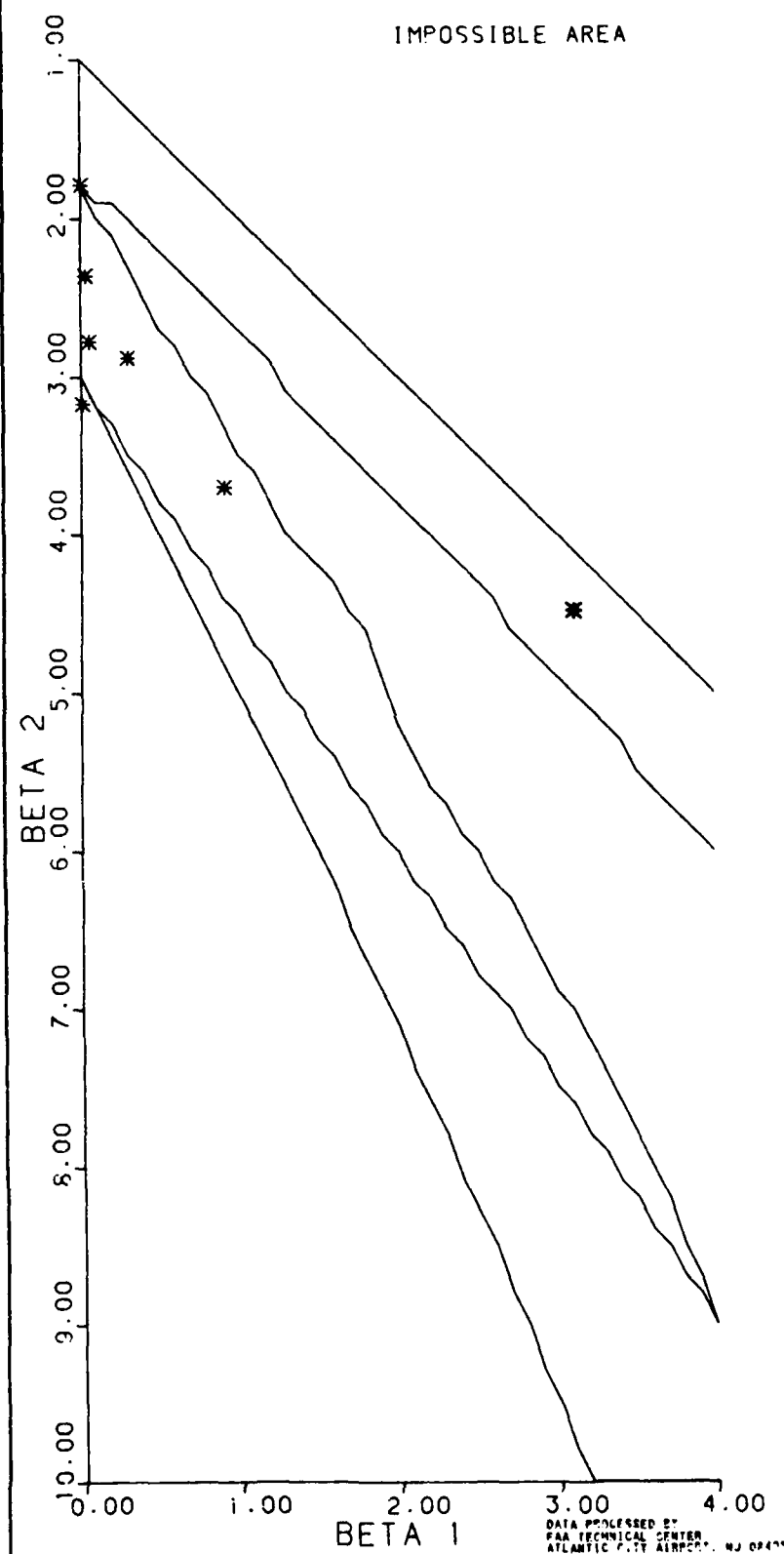
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
 12.00 DEGREE CURVED DEPARTURES  
 VERTICAL VELOCITY (FPM)



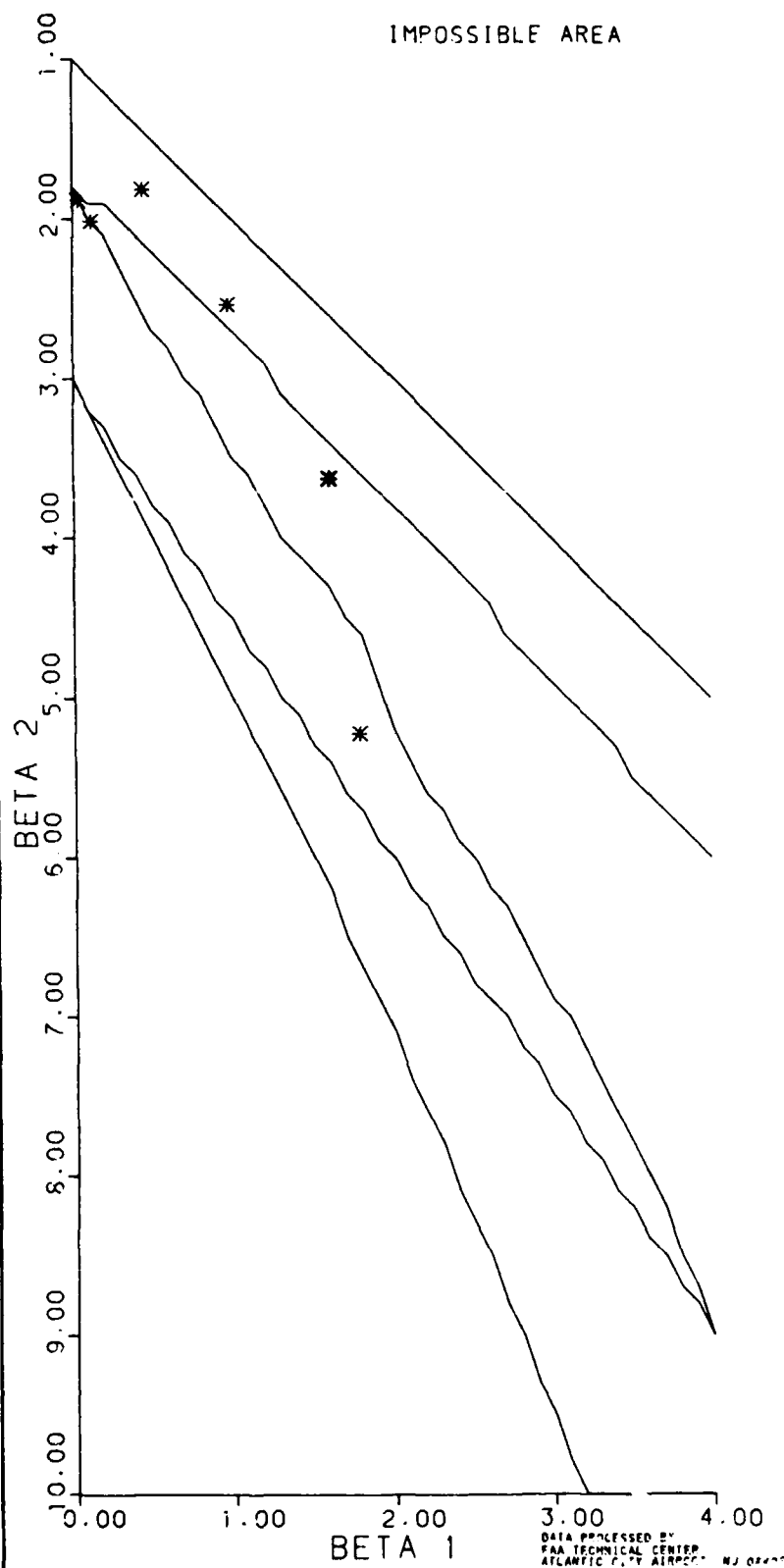
VMC DISTRIBUTION ANALYSIS -- S75 ONLY  
12.00 DEGREE CURVED DEPARTURES  
GROUNDSPEED (KNOTS)



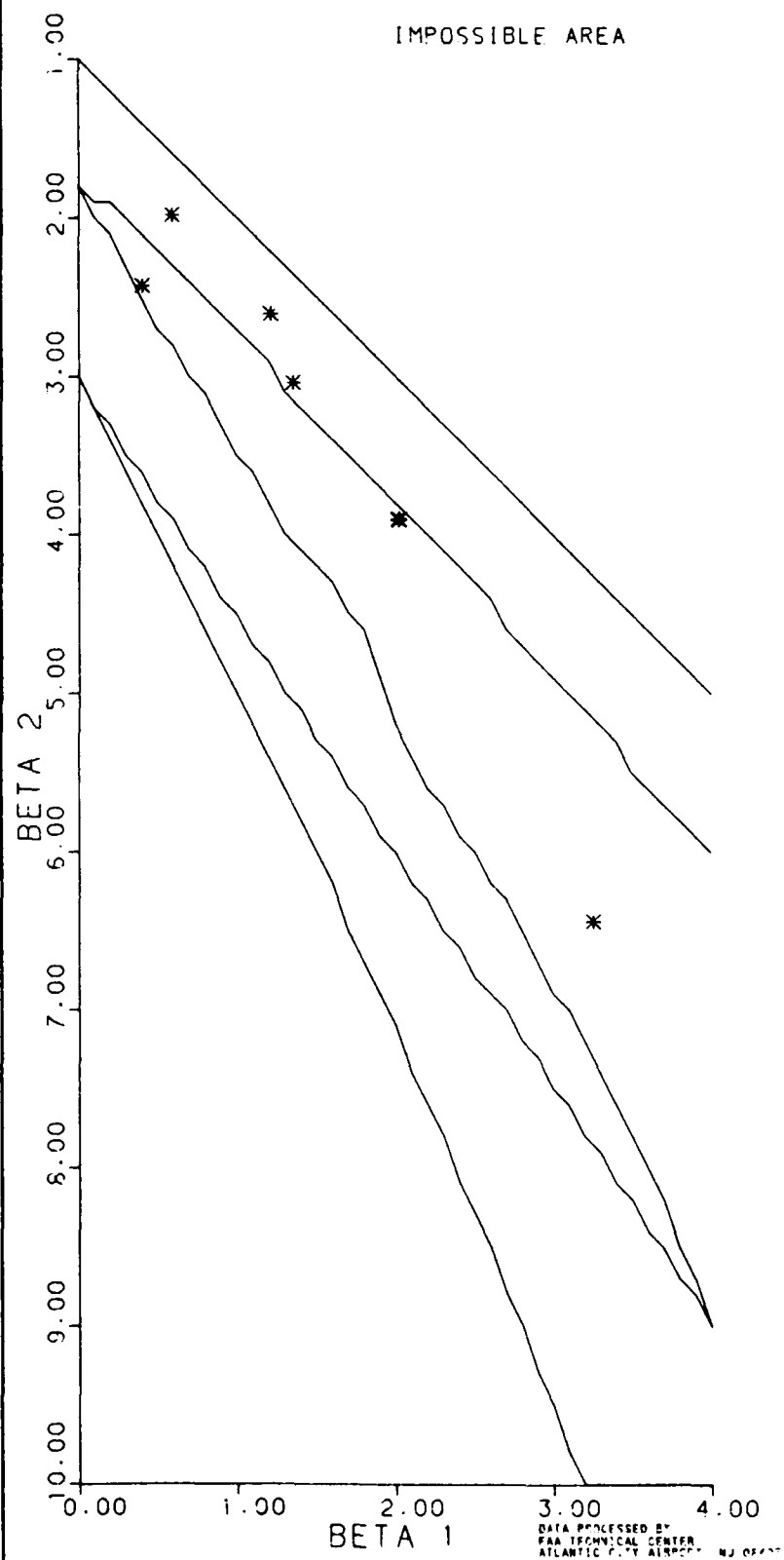
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 ALONGPATH SPEED (KNOTS)



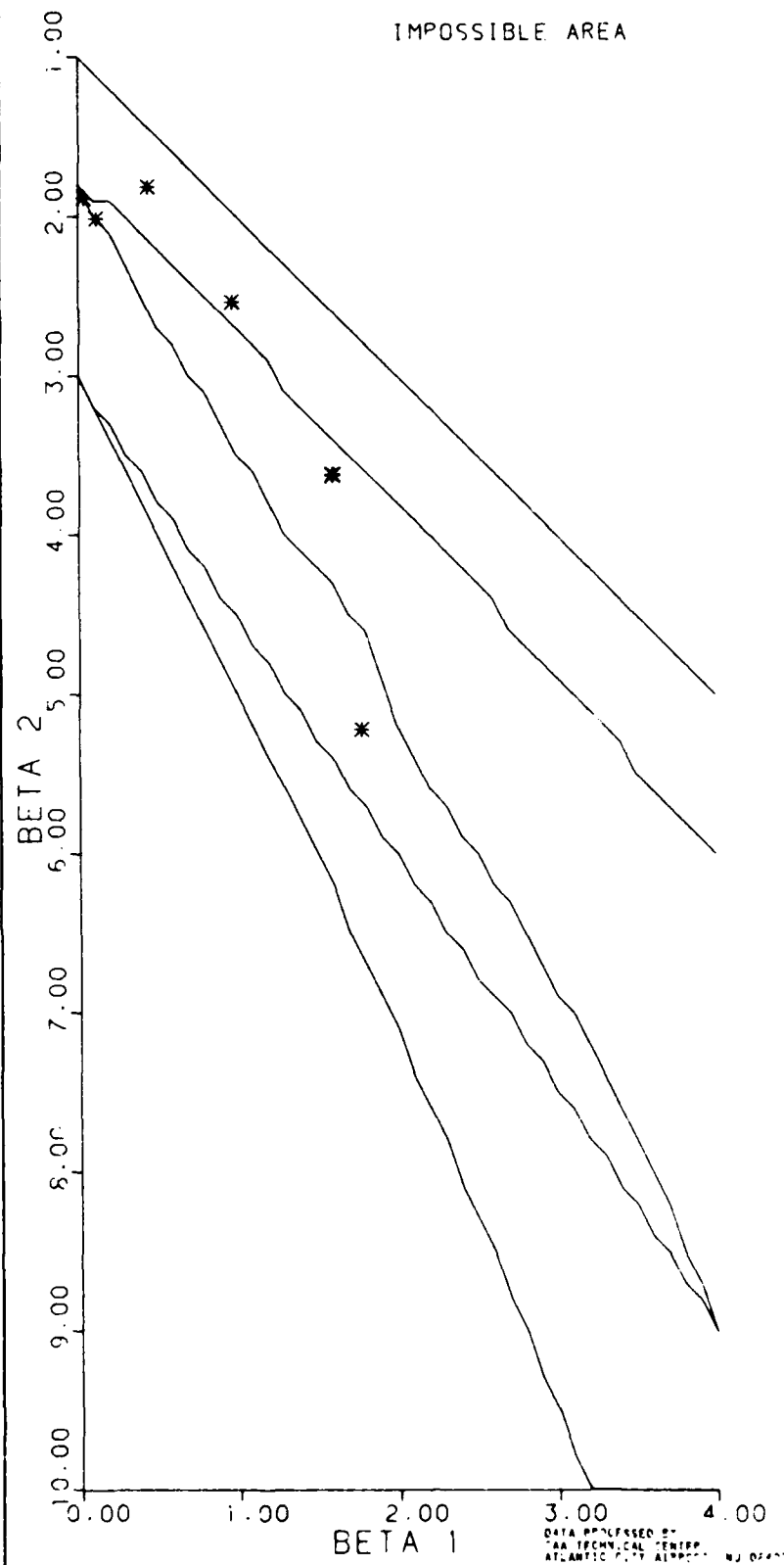
VMC DISTRIBUTION ANALYSIS -- S75 ONLY  
 12.00 DEGREE CURVED DEPARTURES  
 ANGULAR ERROR (DEG)



VMC DISTRIBUTION ANALYSIS -- S75 ONLY  
 12.00 DEGREE CURVED DEPARTURES  
 ALTITUDE ERROR (FT)



VMC DISTRIBUTION ANALYSIS -- S75 ONLY  
 12.00 DEGREE CURVED DEPARTURES  
 ANGULAR POSITION (DEG)



APPENDIX C

PEARSON PRODUCT MOMENT PLOTS FOR OH-6 DATA

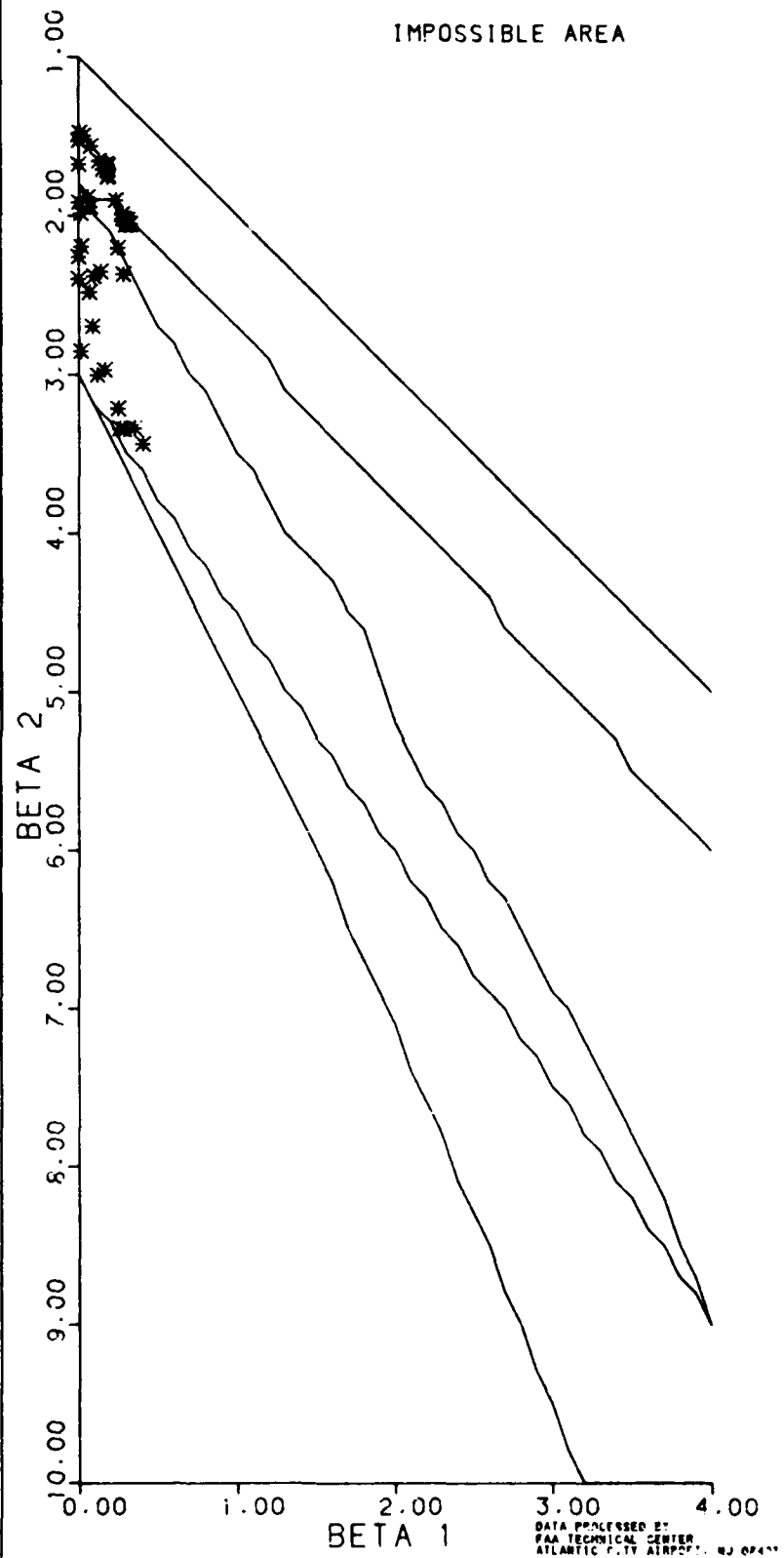


The plots presented in this appendix are arranged in a specific order. To make it easier to find a particular plot the order of the plots are explained here.

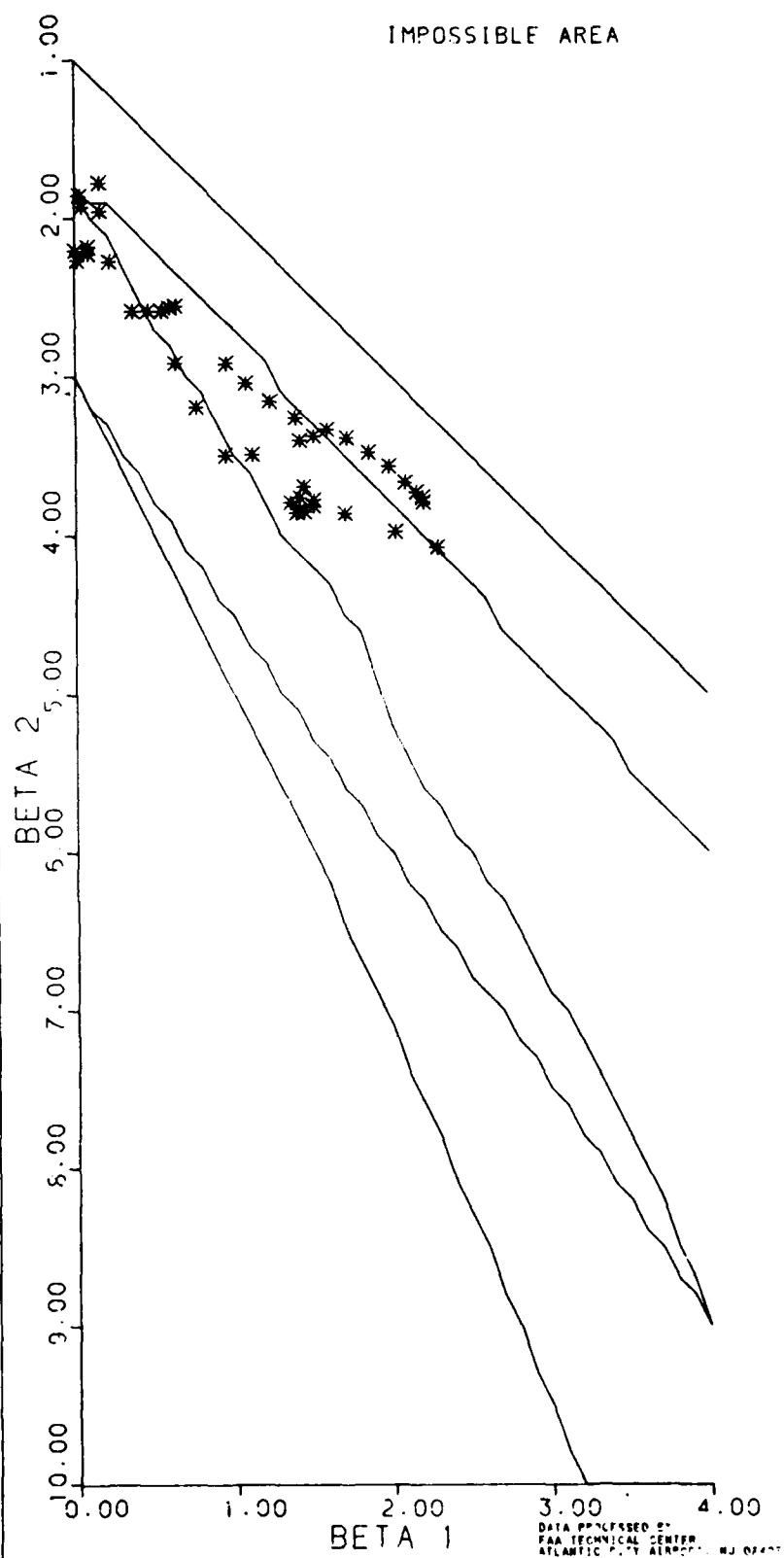
There are four major divisions of the plots (in order of presentation); straight-in approaches, curved approaches, straight-out departures, and curved departures. There are three first line subdivisions in each of the major divisions. For approaches they are:  $7.125^{\circ}$ ,  $8.00^{\circ}$ , and  $10.00^{\circ}$  approaches. For departures they are:  $7.125^{\circ}$ ,  $10.00^{\circ}$ , and  $12.00^{\circ}$  departures.

There are ten second line subdivisions in each first line division. The subdivisions for all first line subdivisions are: crosstrack position (ft), altitude (ft), crosstrack velocity (fpm), along-track velocity (fpm), vertical velocity (fpm), groundspeed (kts), along path speed (kts), angular error (deg), altitude error (ft), and angular position (deg).

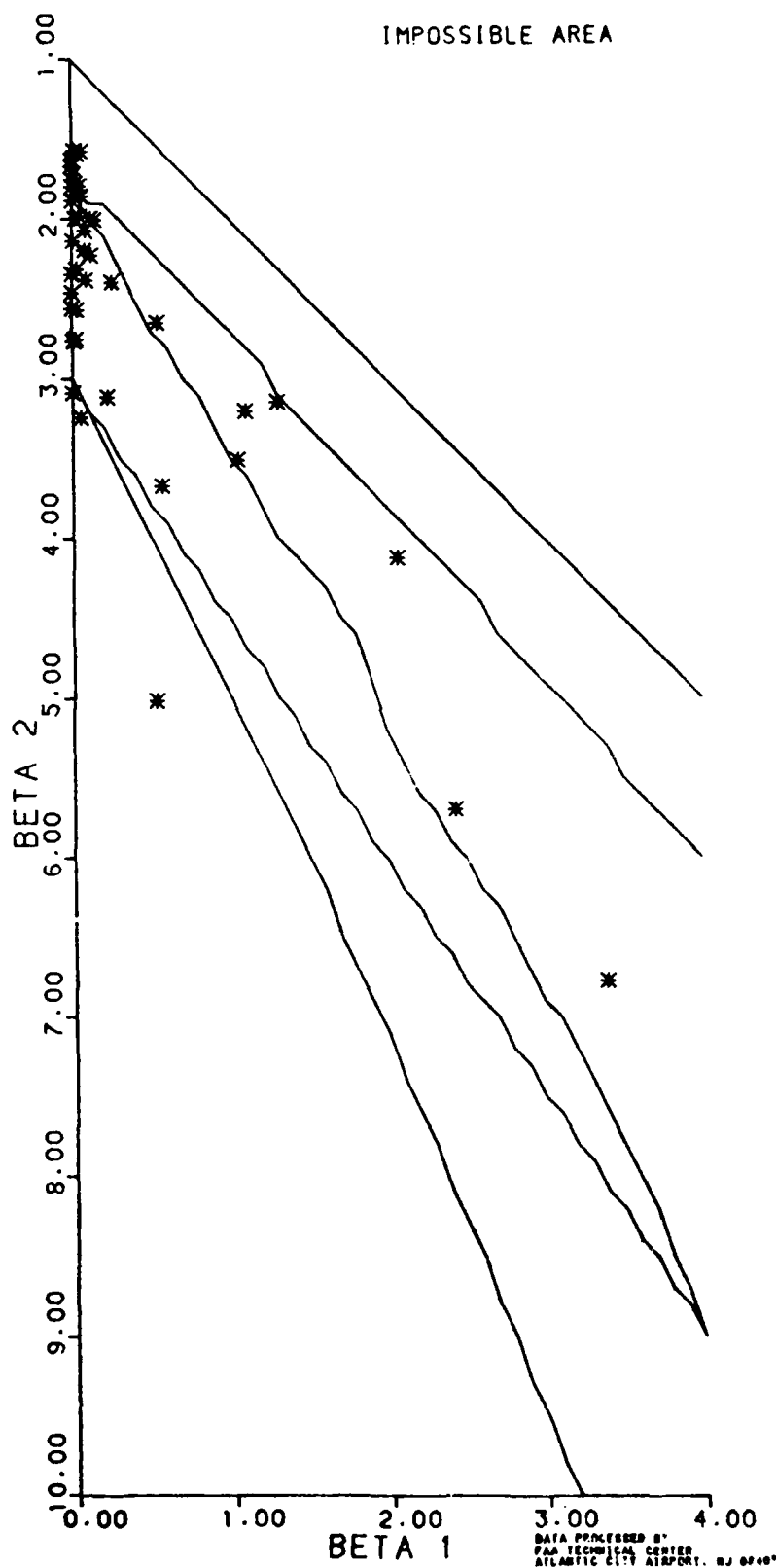
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK POSITION (FT)



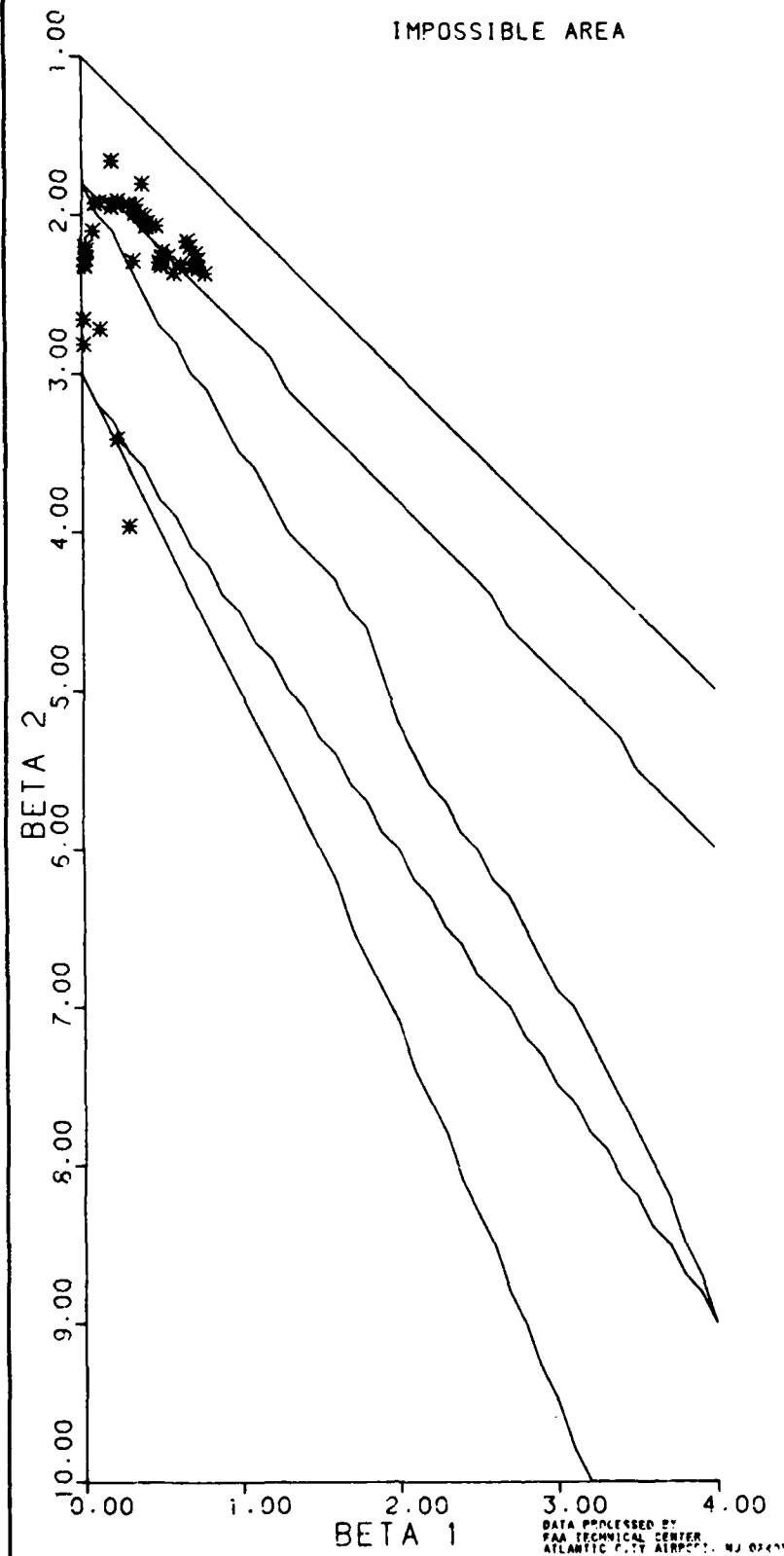
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE (FT)



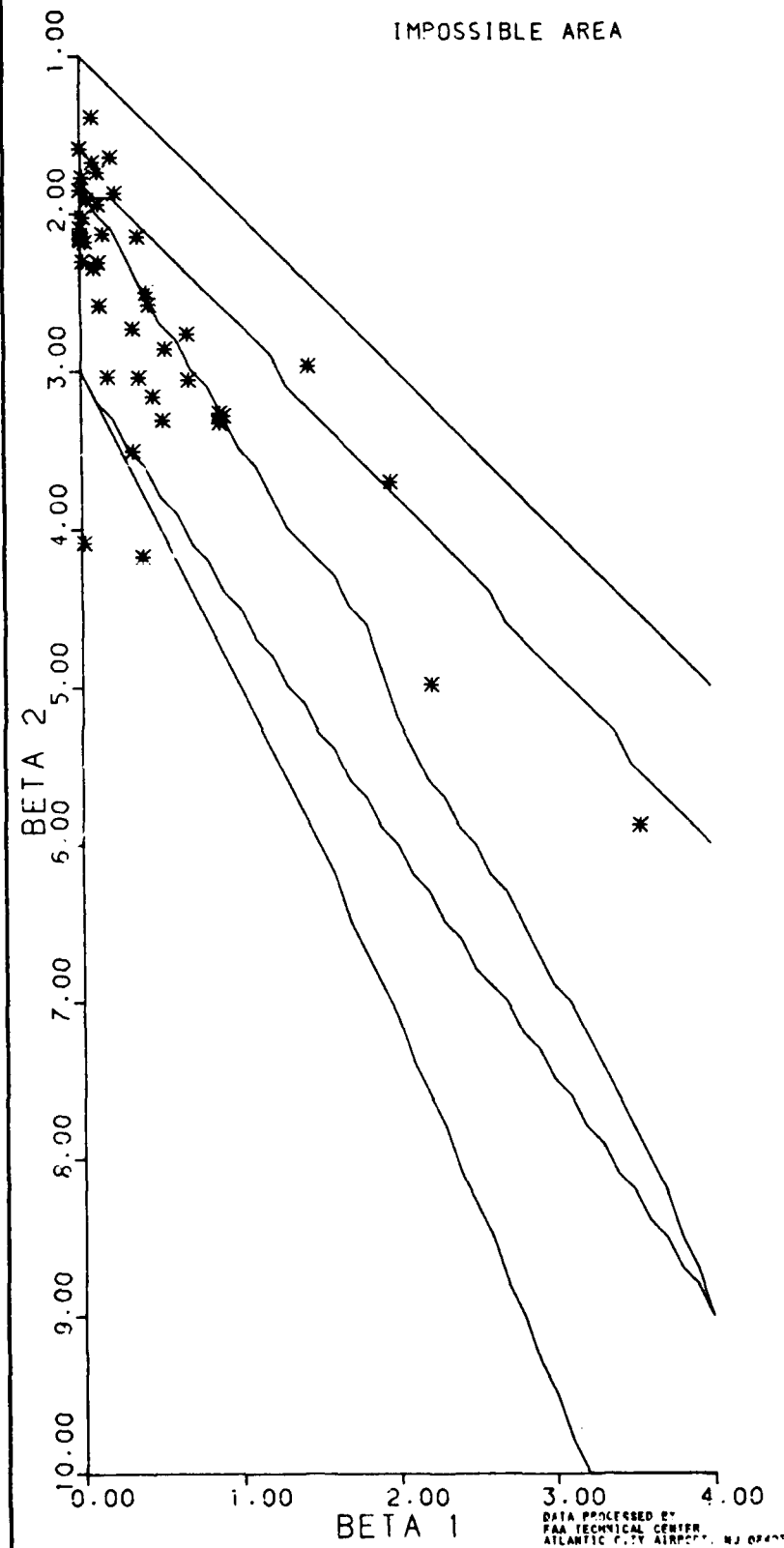
VMC DISTRIBUTION ANALYSIS -- OHS ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK VELOCITY (FPM)



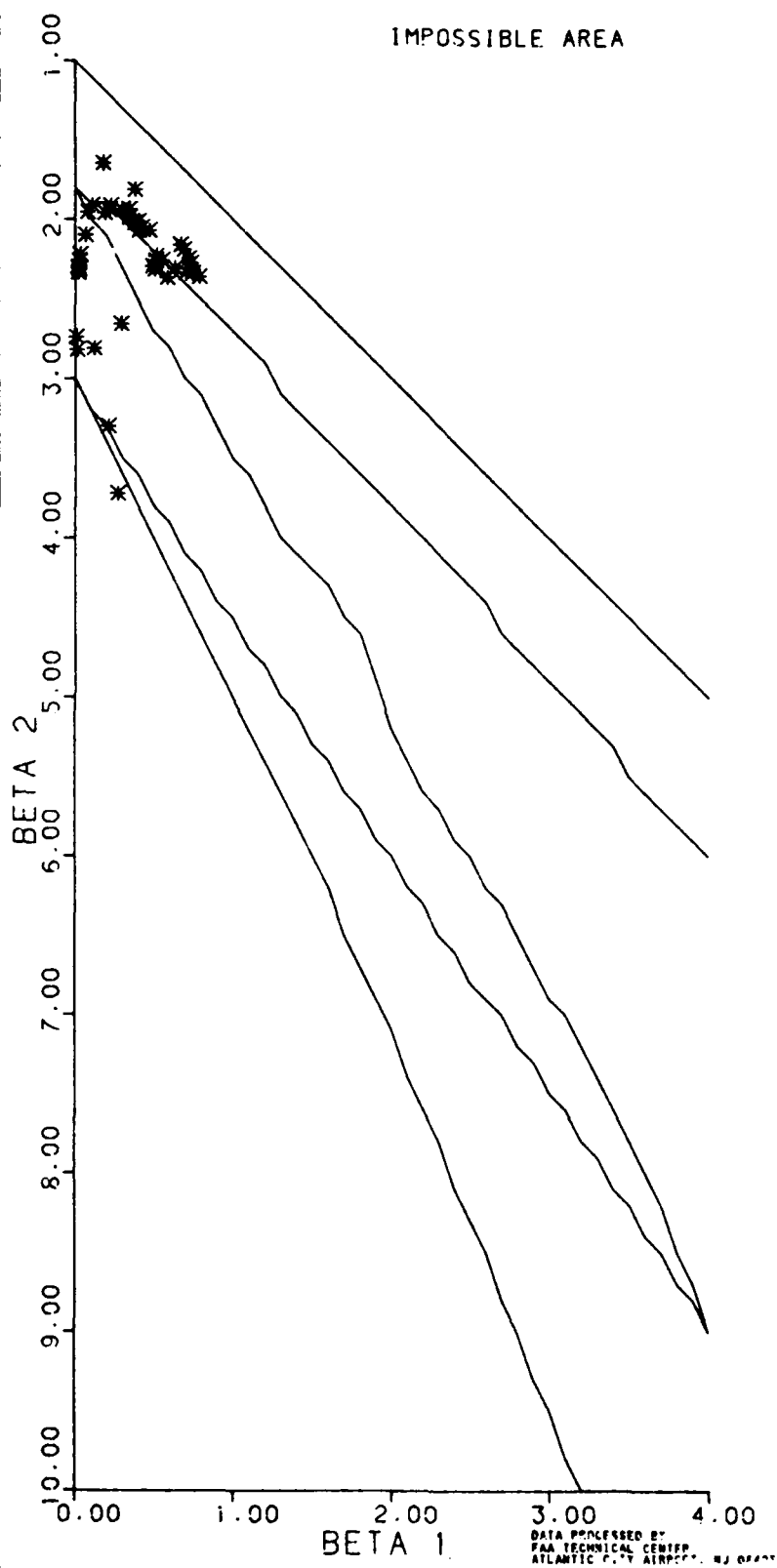
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 ALONGTRACK VELOCITY (FPM)



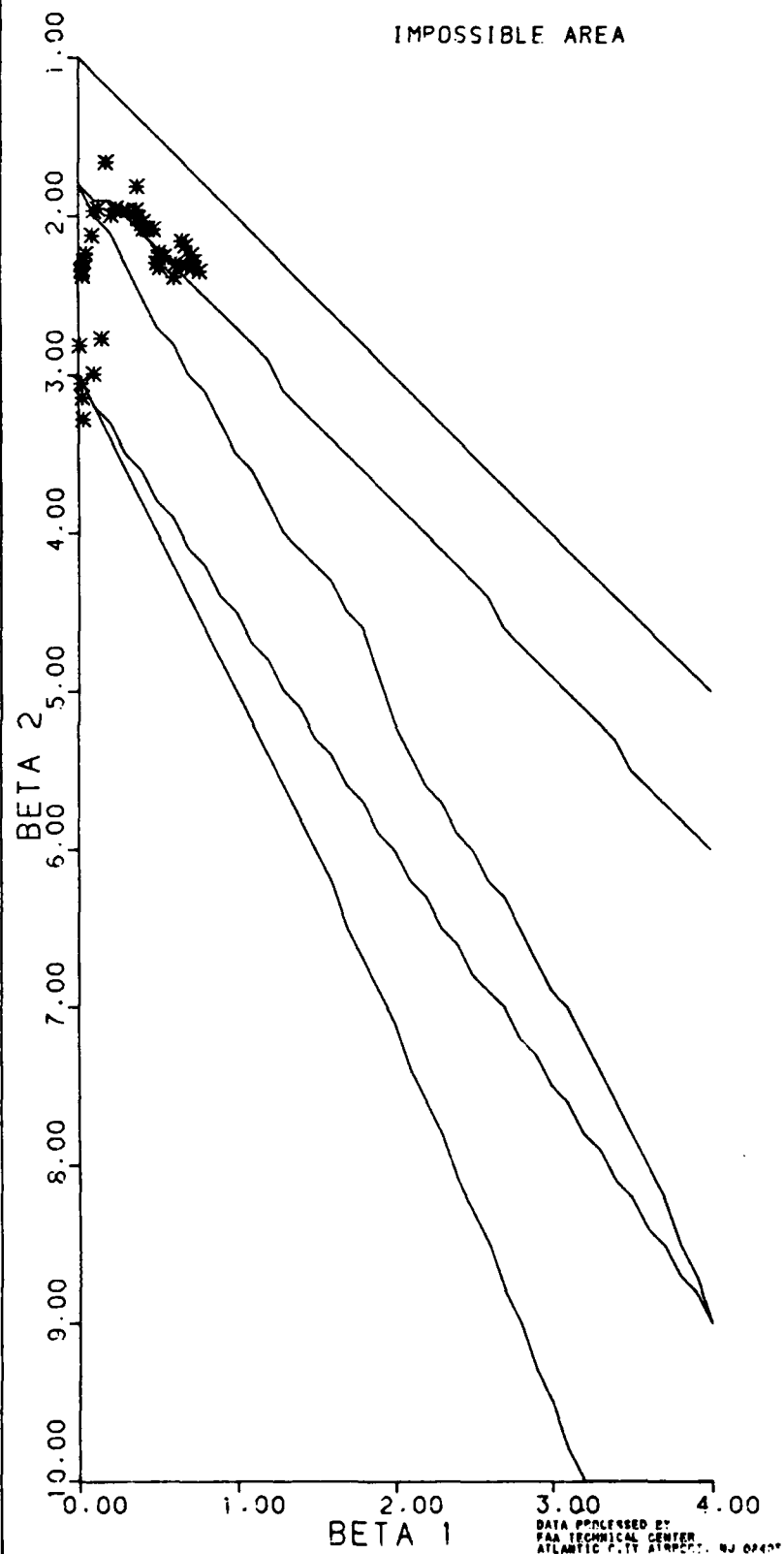
VMC DISTRIBUTION ANALYSIS -- OH5 ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 VERTICAL VELOCITY (FPM)



VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
7.125 DEGREE STRAIGHT IN APPROACHES  
GROUNDSPEED (KNOTS)

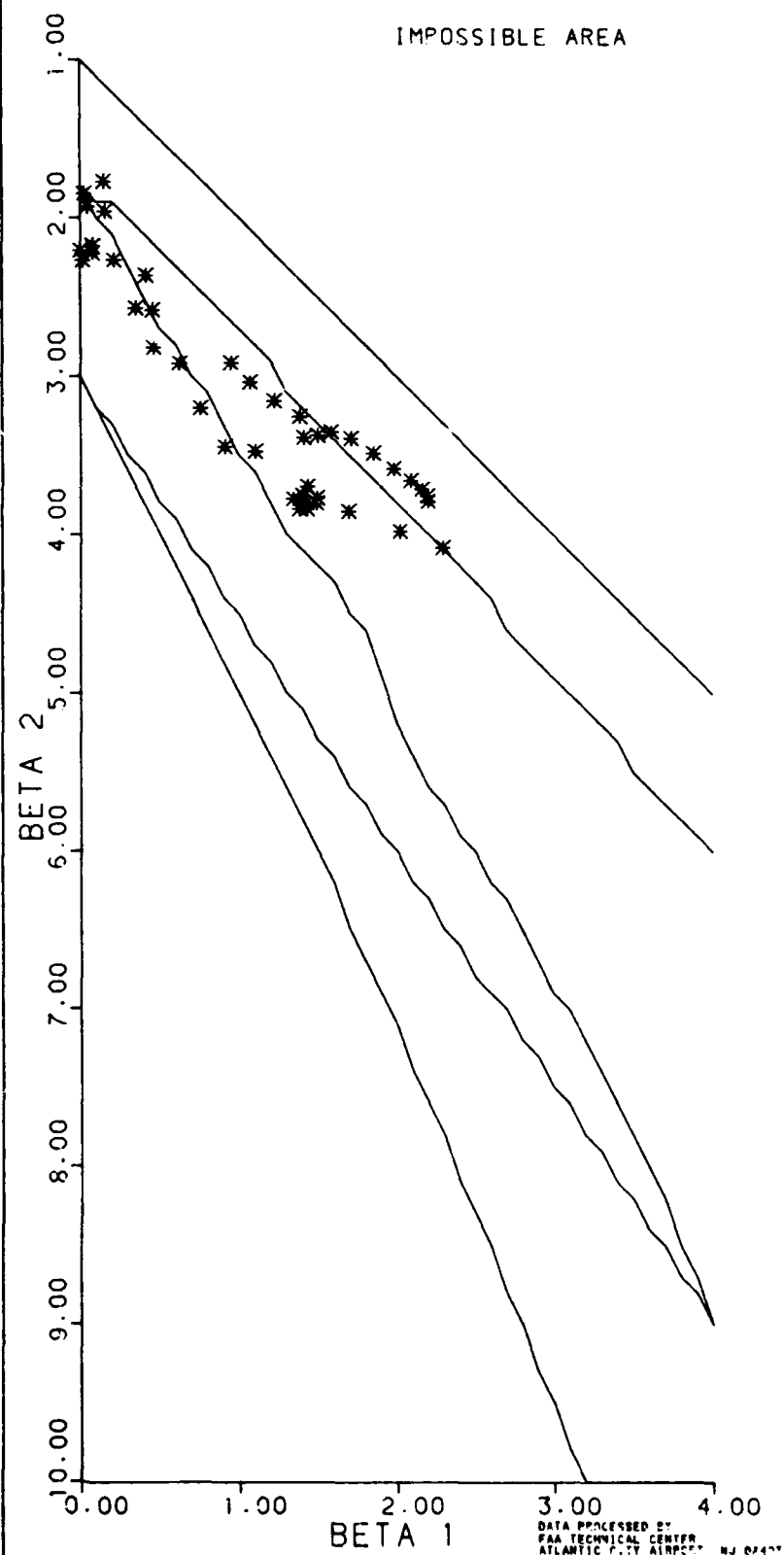


VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 ALONGPATH SPEED (KNOTS)

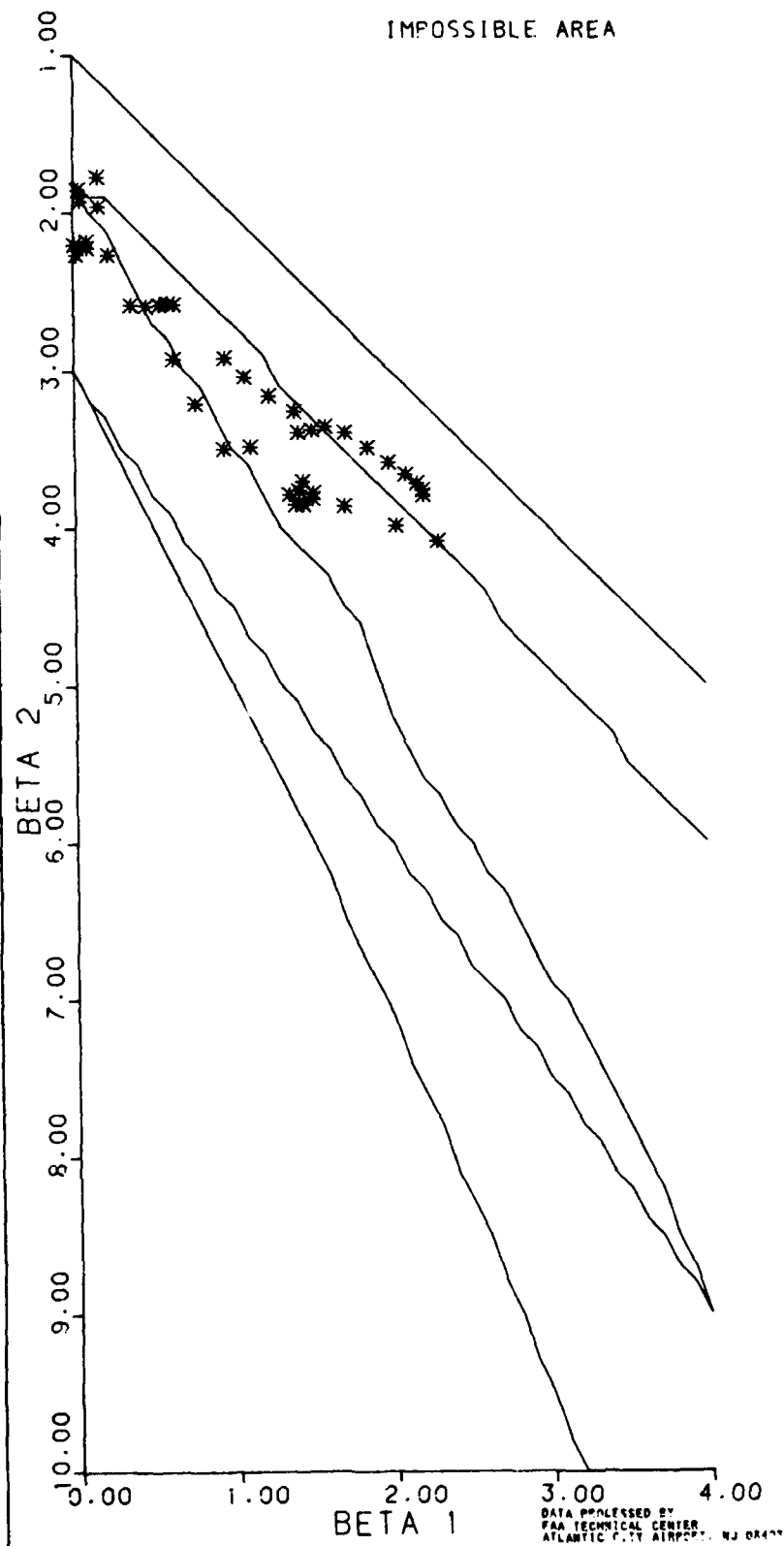




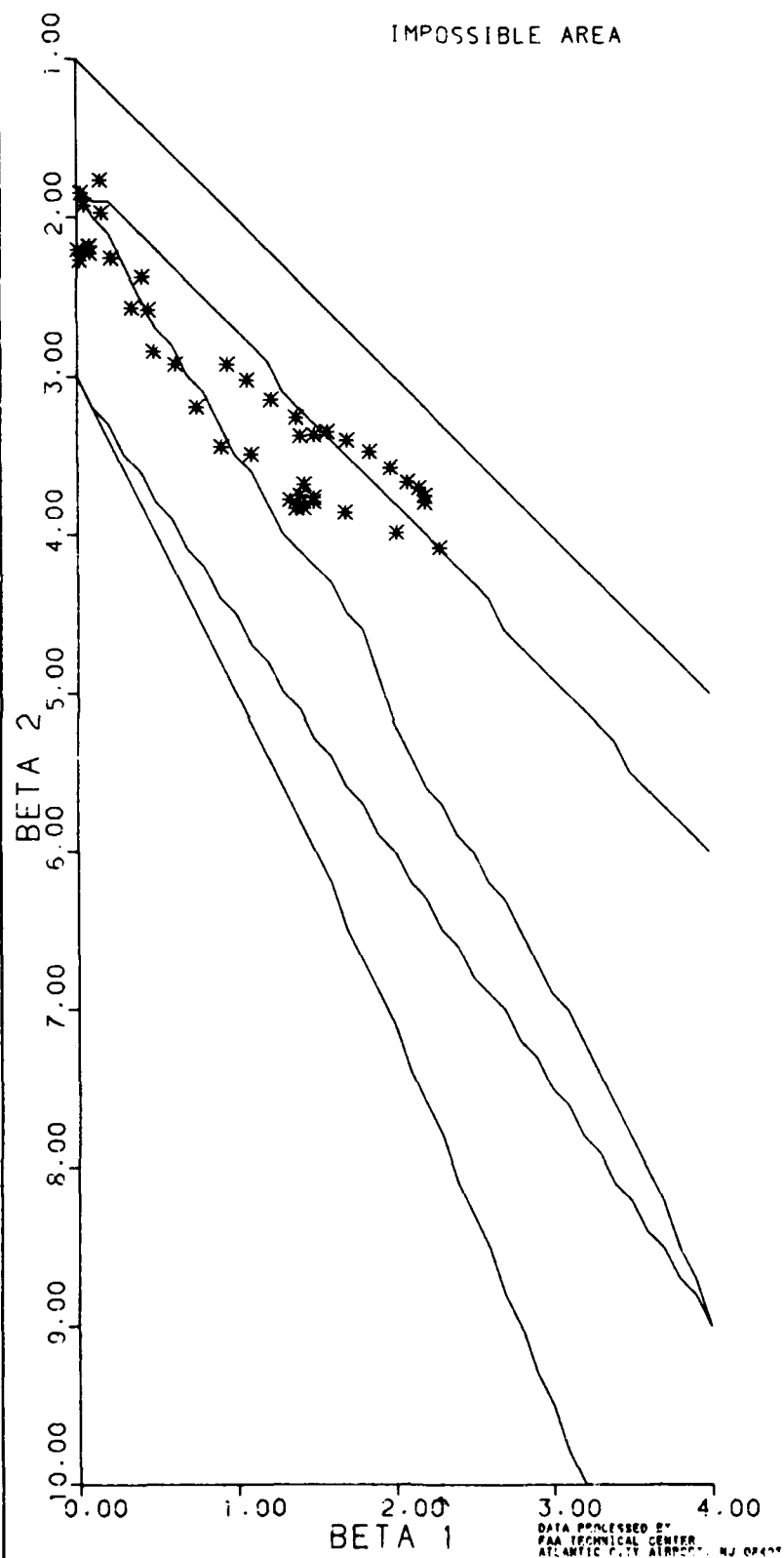
VMC DISTRIBUTION ANALYSIS -- OH5 ONLY  
7.125 DEGREE STRAIGHT IN APPROACHES  
ANGULAR ERROR (DEG)



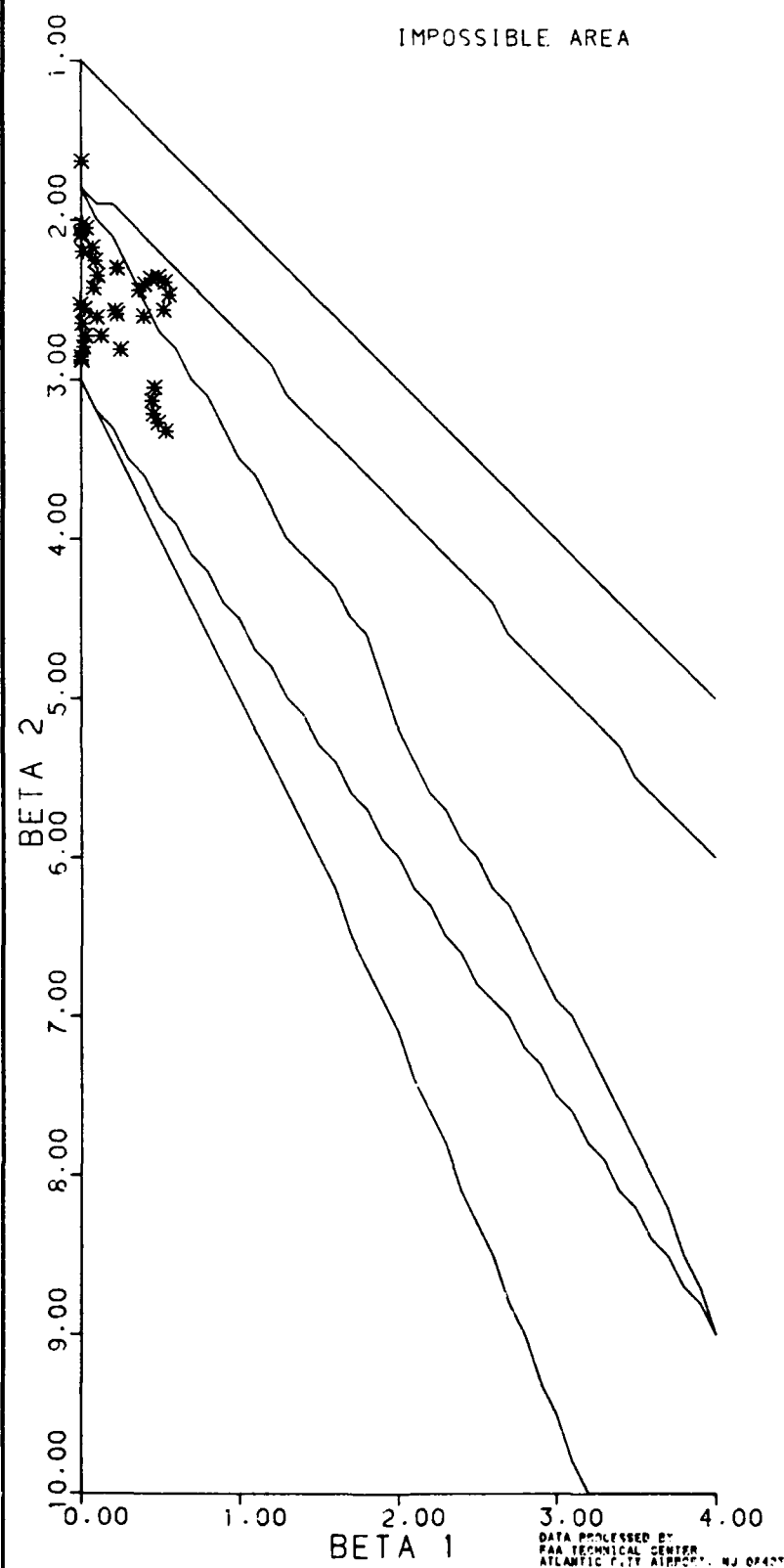
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE ERROR (FT)



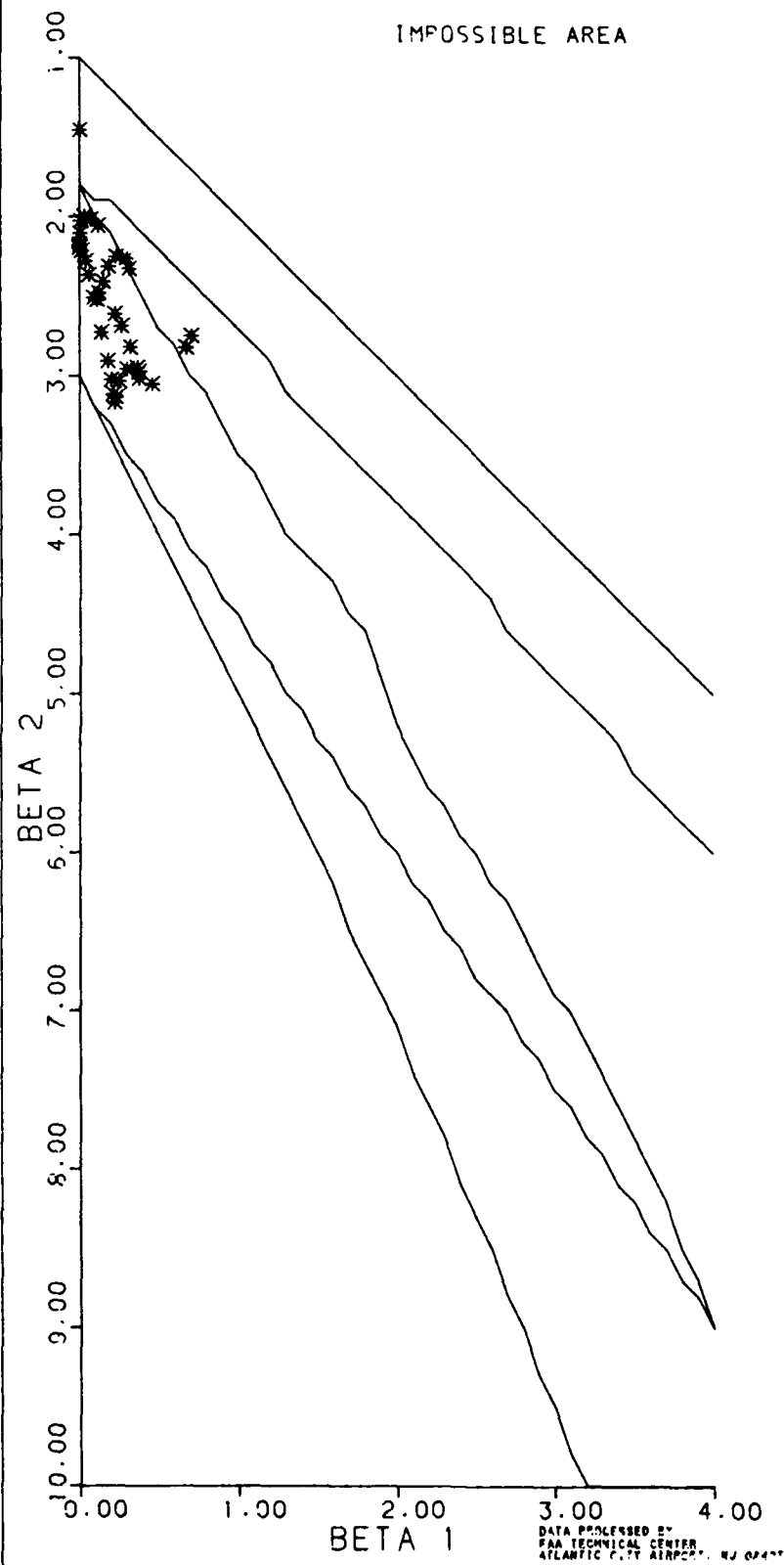
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR POSITION (DEG)



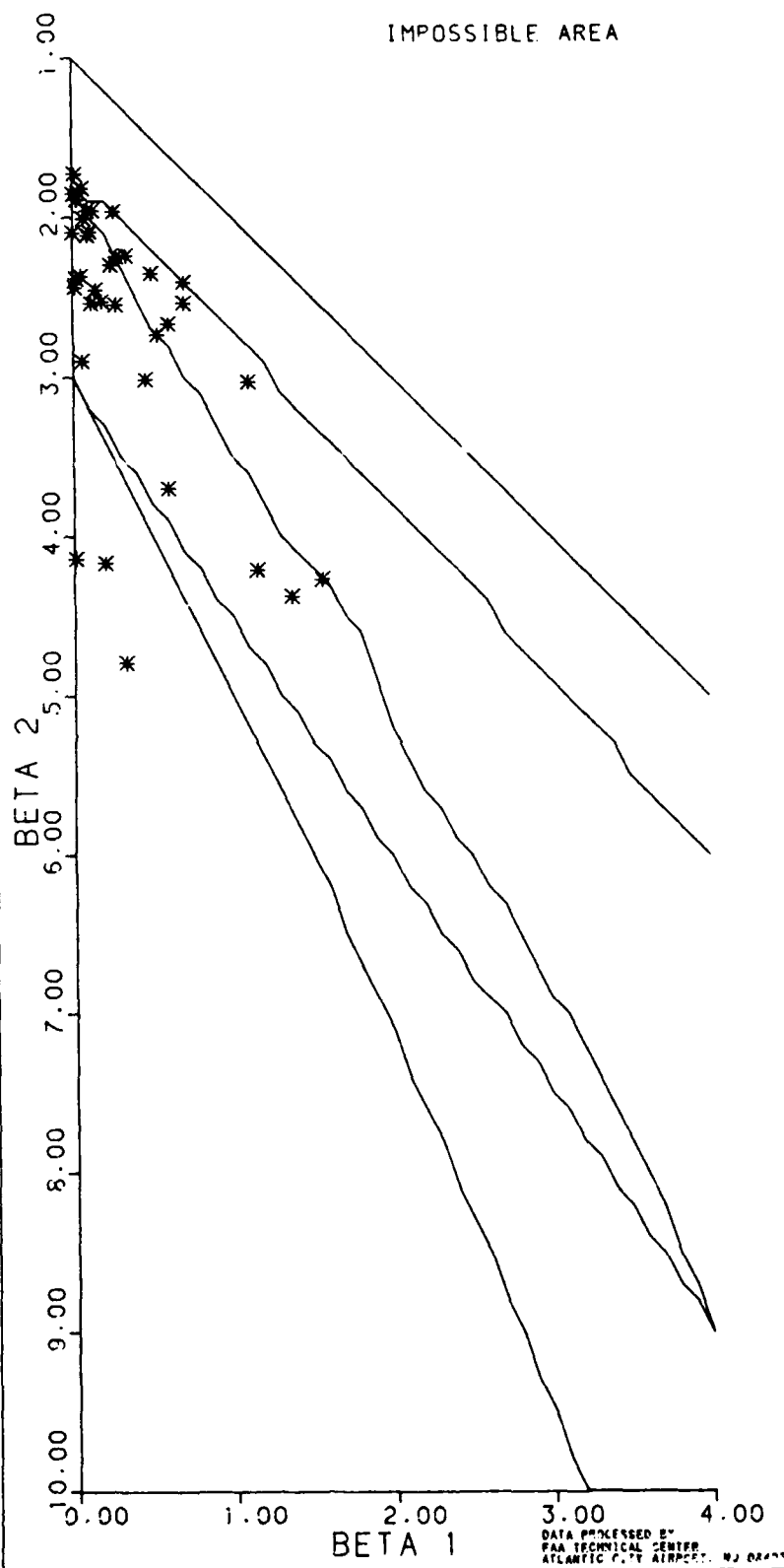
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 8.000 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK POSITION (FT)



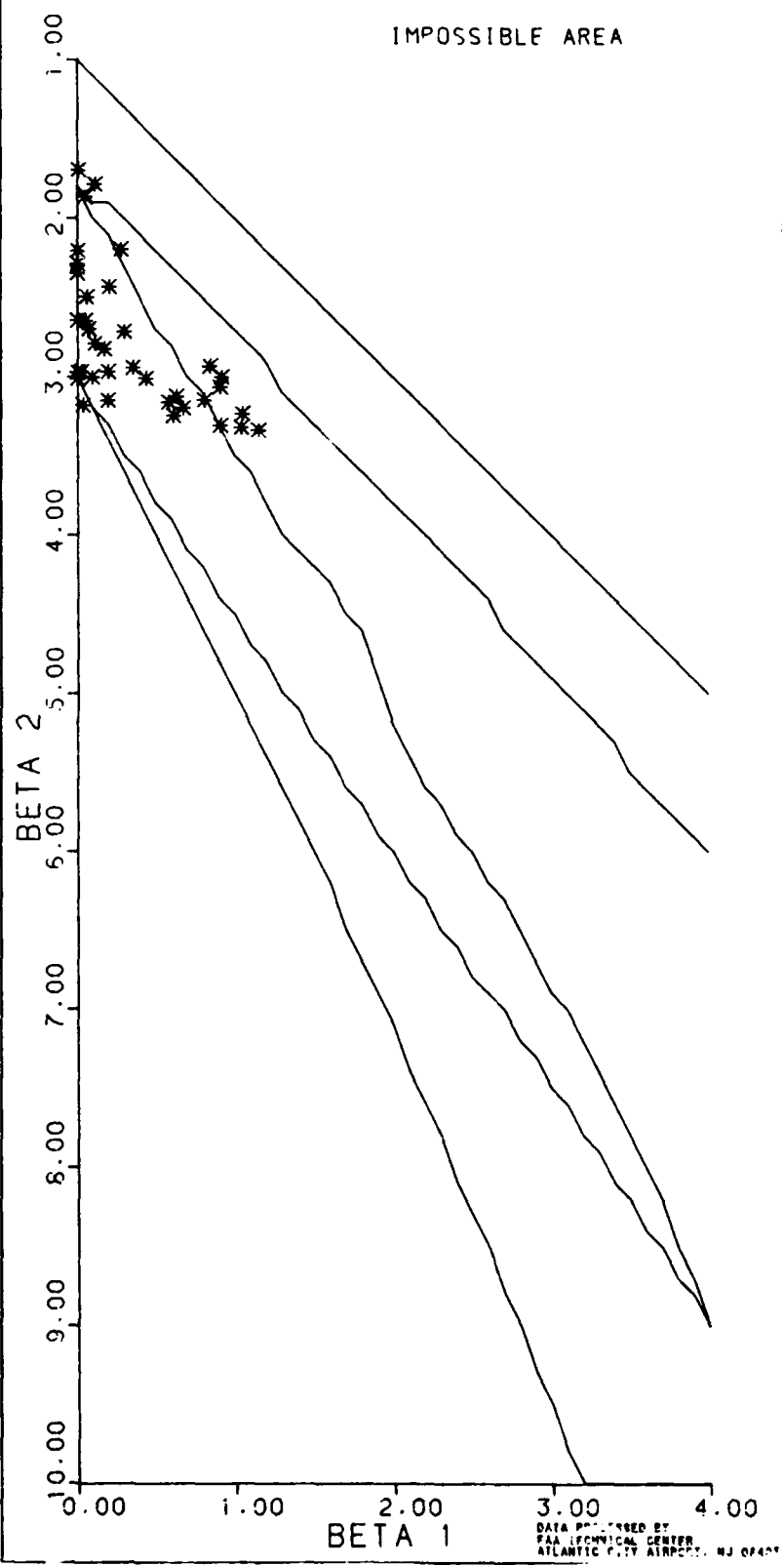
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 6.000 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE (FT)



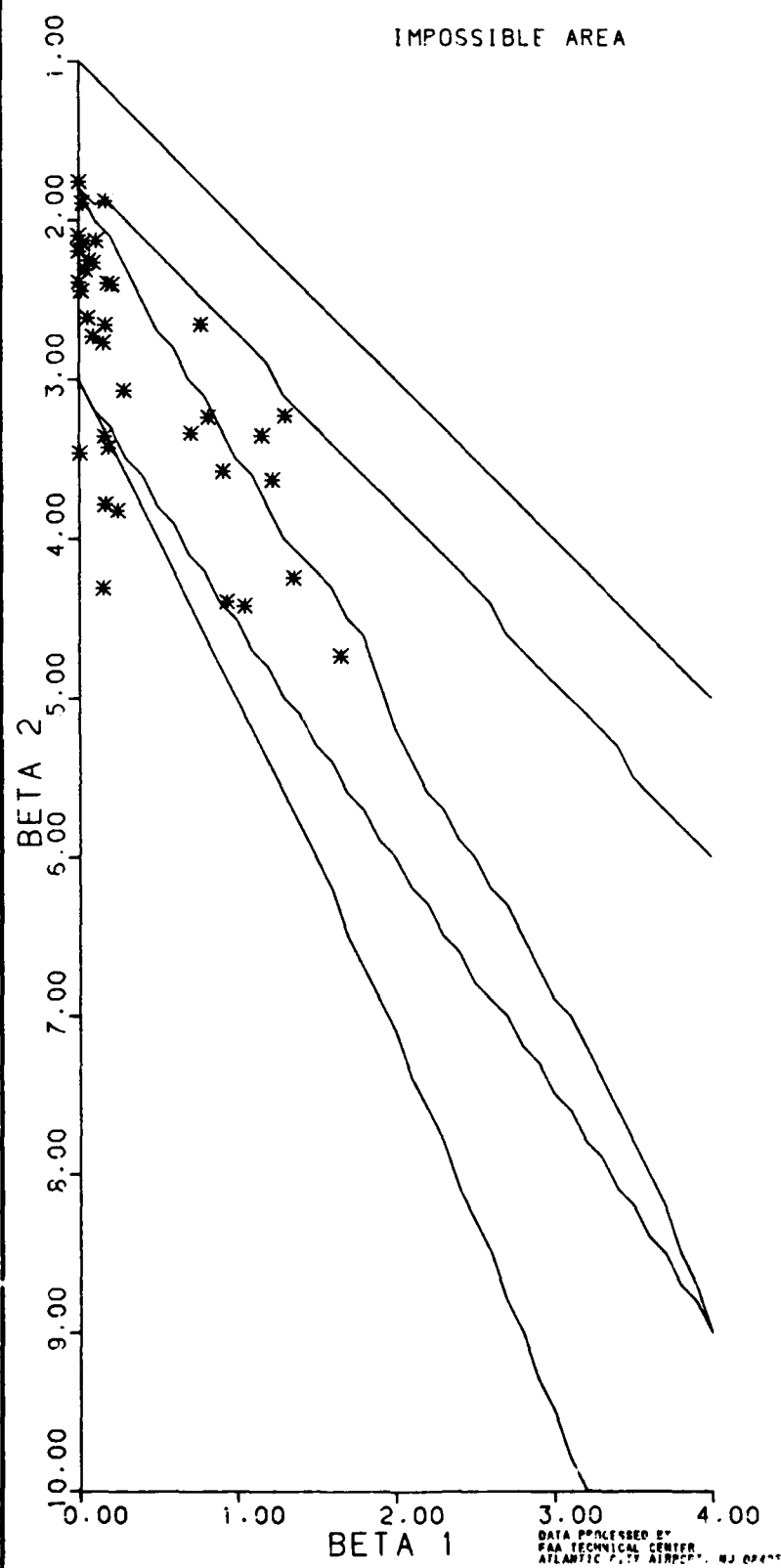
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 8.000 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK VELOCITY (FPM)



VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
8.000 DEGREE STRAIGHT IN APPROACHES  
ALONGTRACK VELOCITY (FPM)

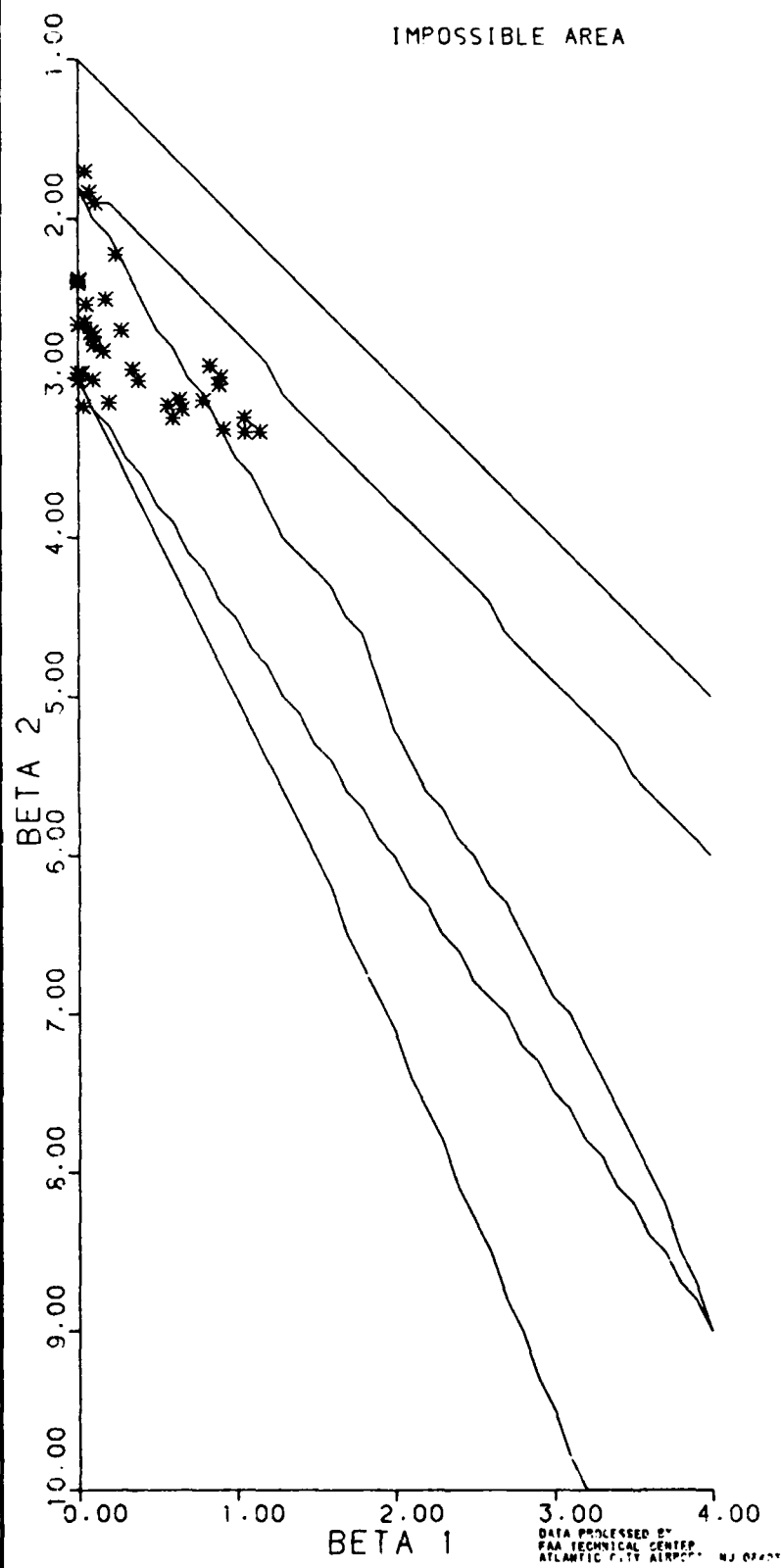


VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 6.000 DEGREE STRAIGHT IN APPROACHES  
 VERTICAL VELOCITY (FPM)

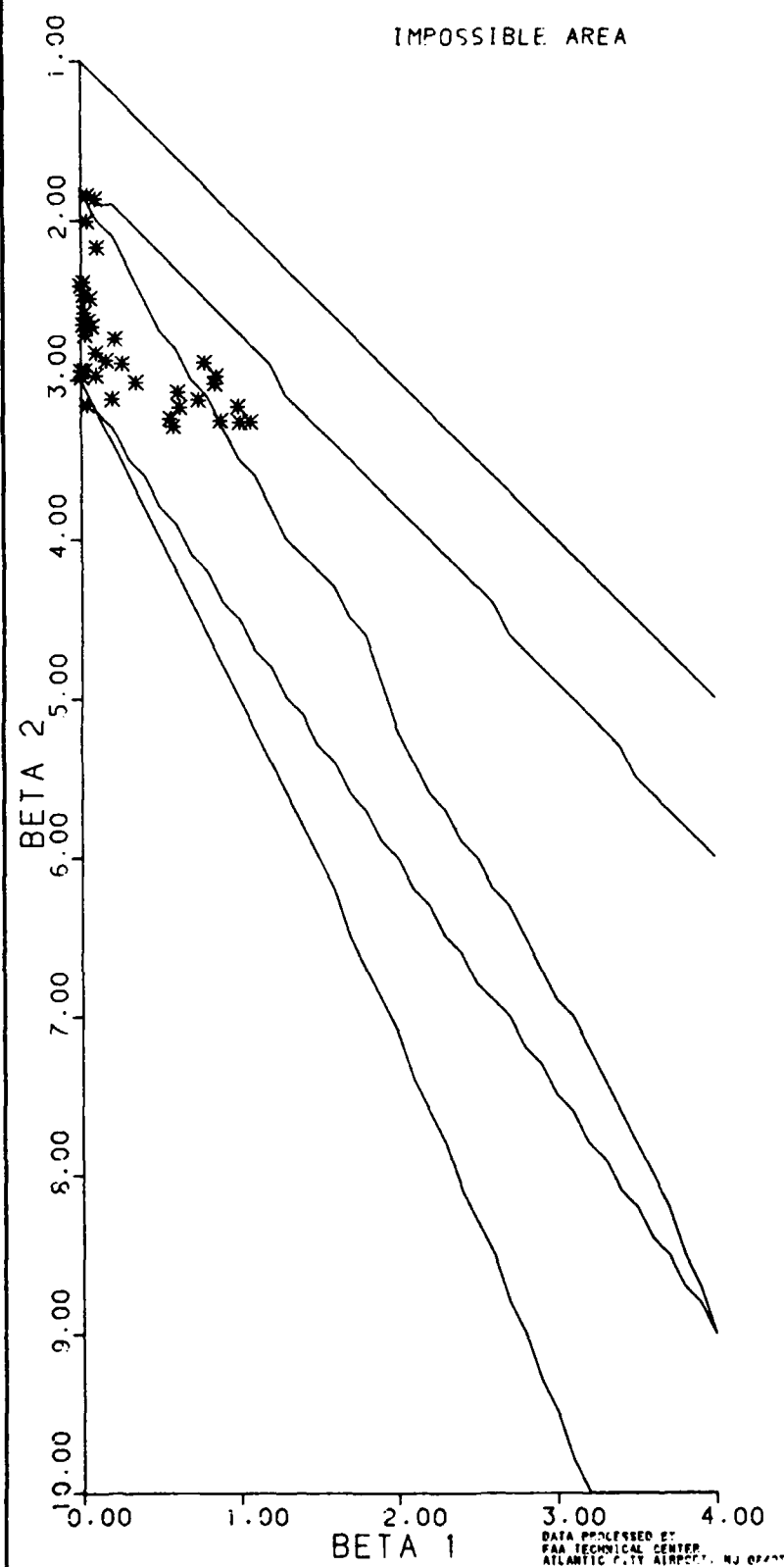




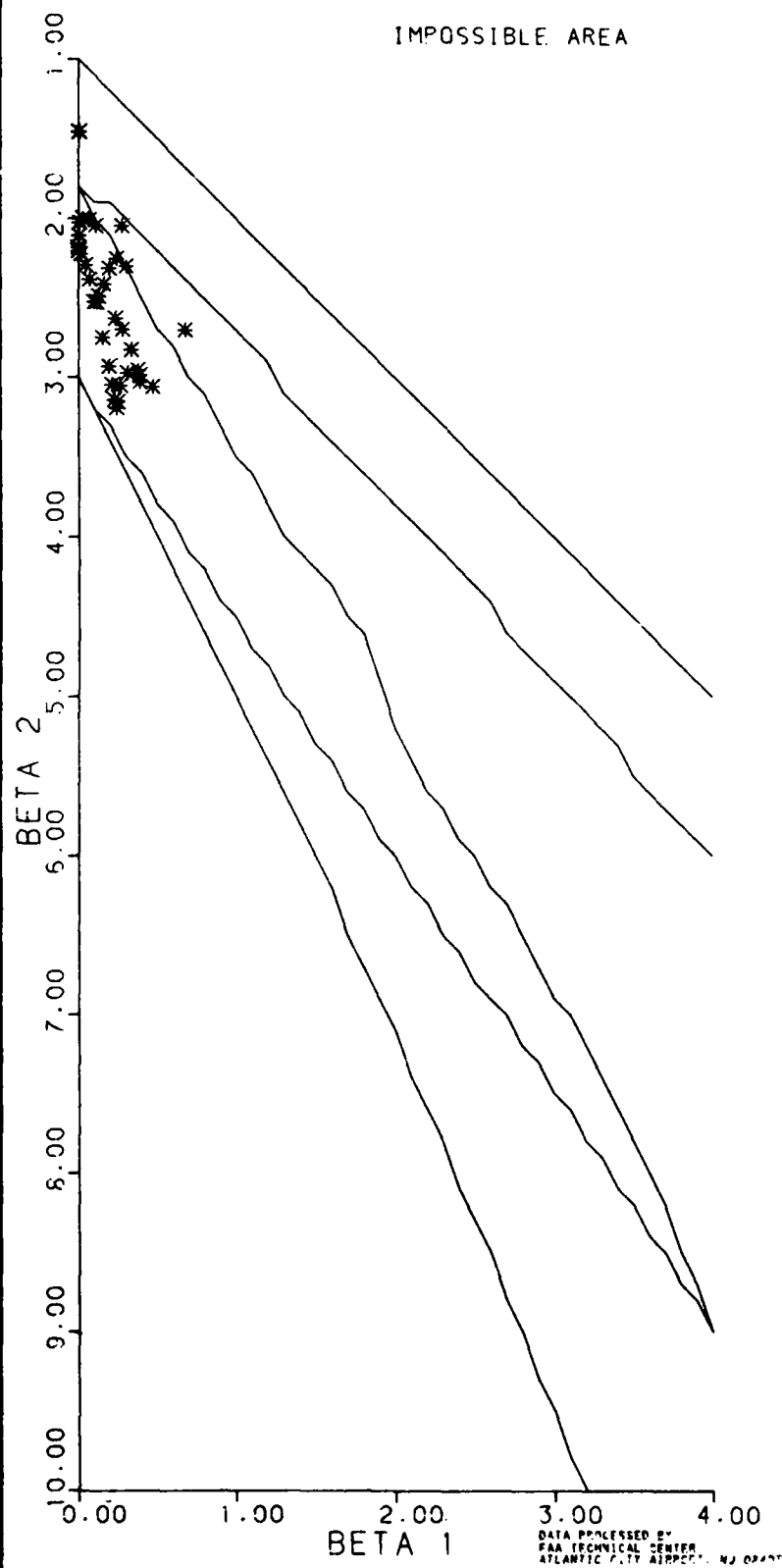
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 6.000 DEGREE STRAIGHT IN APPROACHES  
 GROUND SPEED (KNOTS)



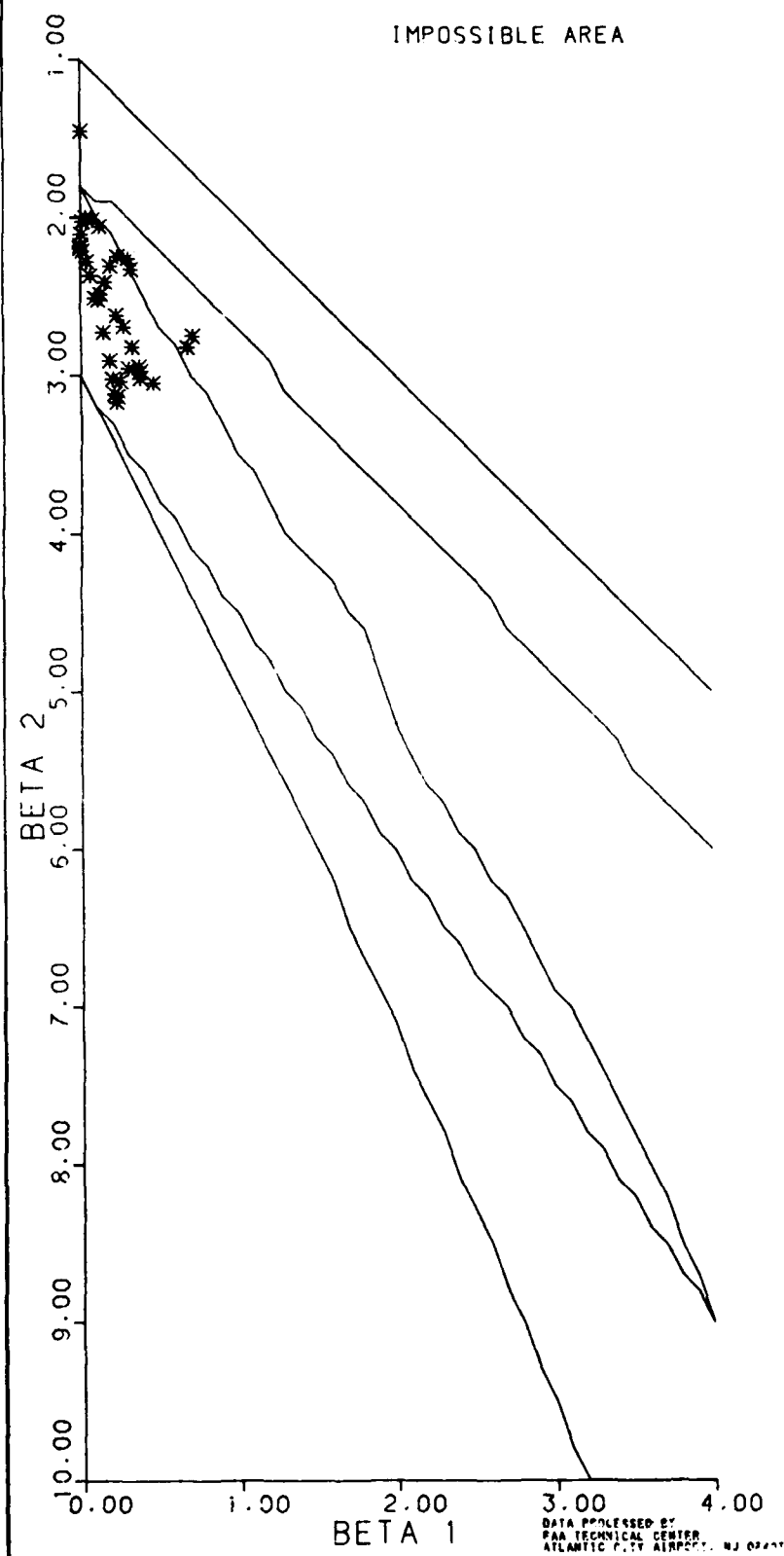
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 8.000 DEGREE STRAIGHT IN APPROACHES  
 ALONGPATH SPEED (KNOTS)



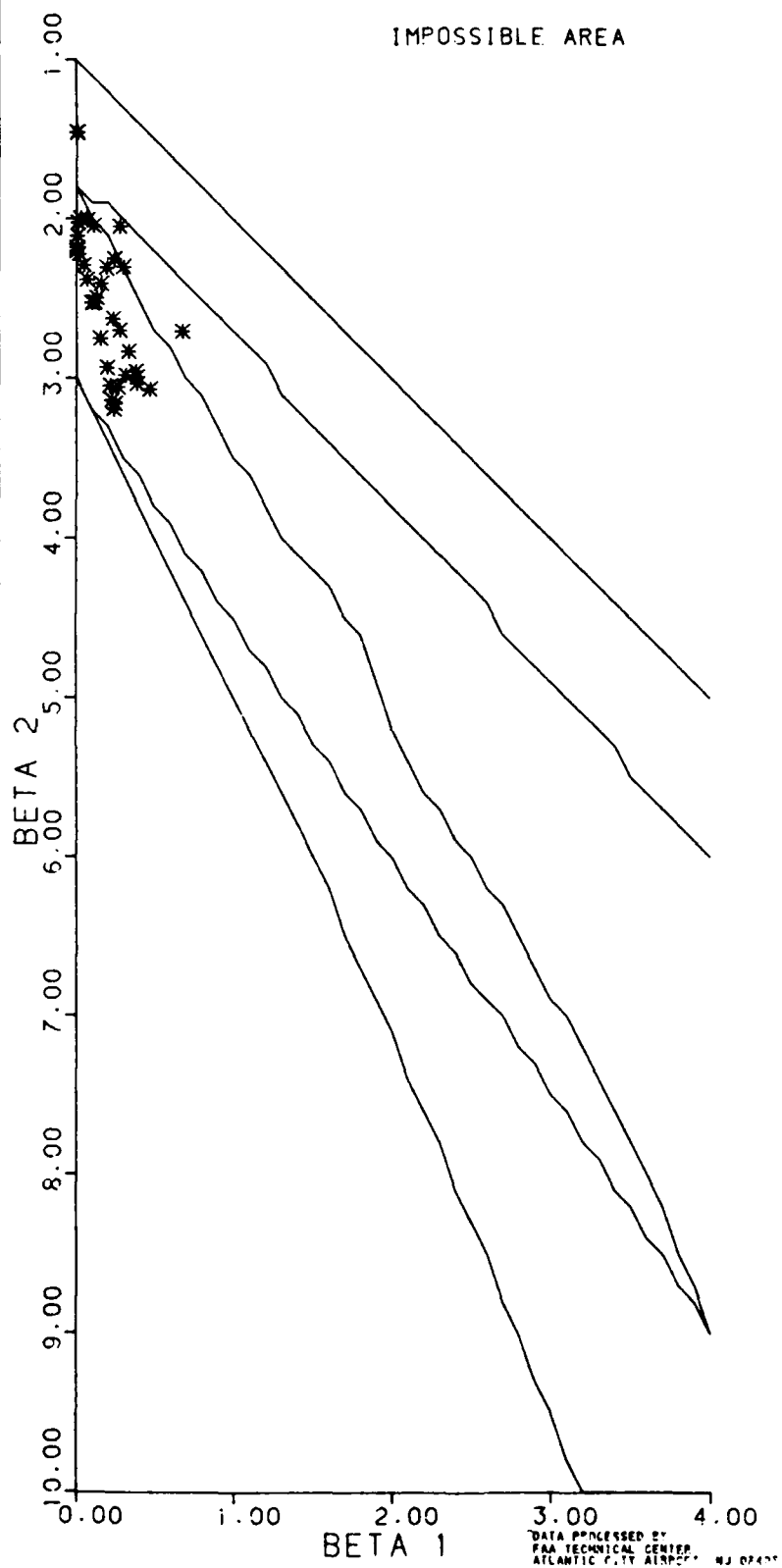
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 8.000 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR ERROR (DEG)



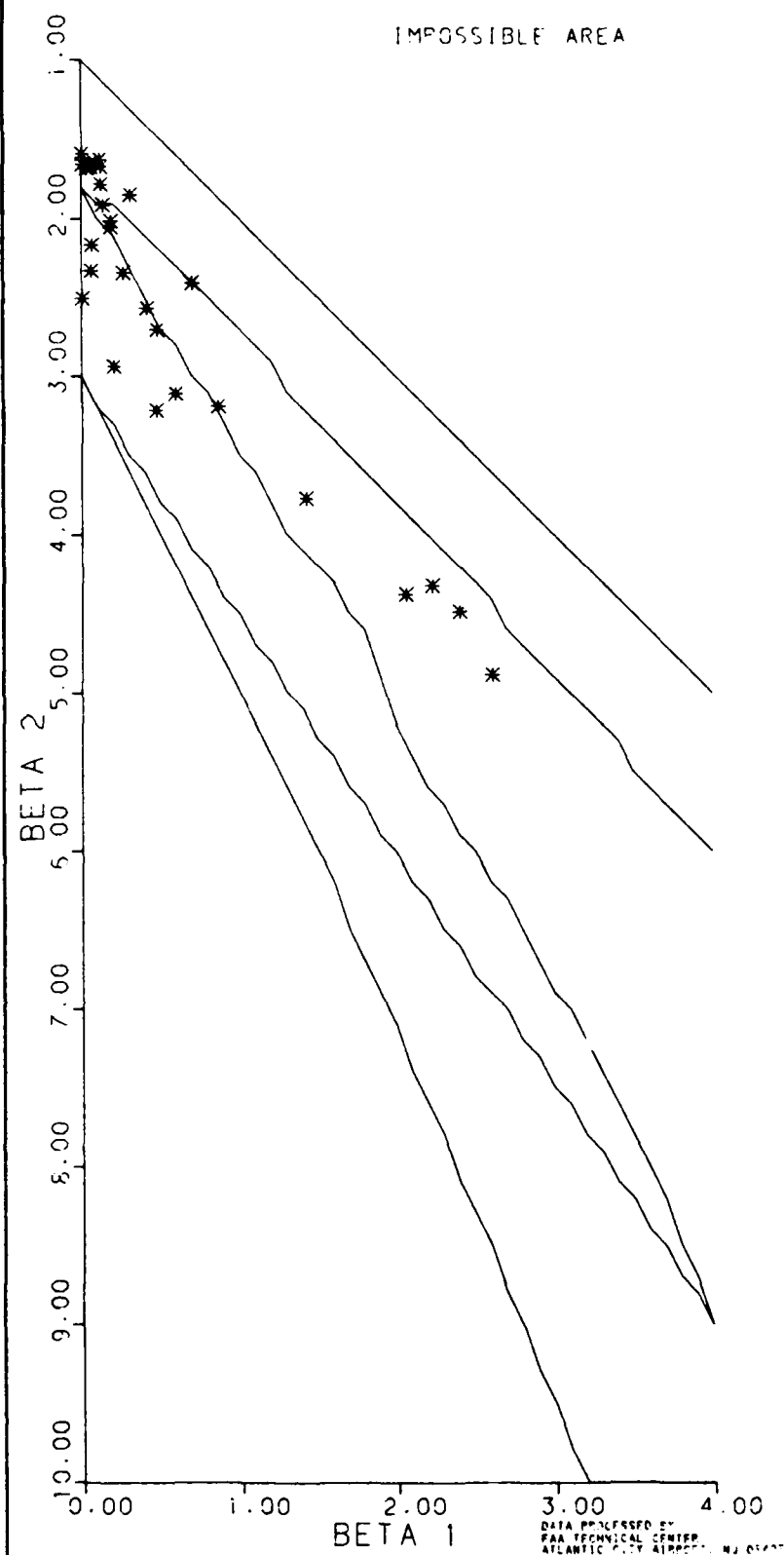
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 6.000 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE ERROR (FT)



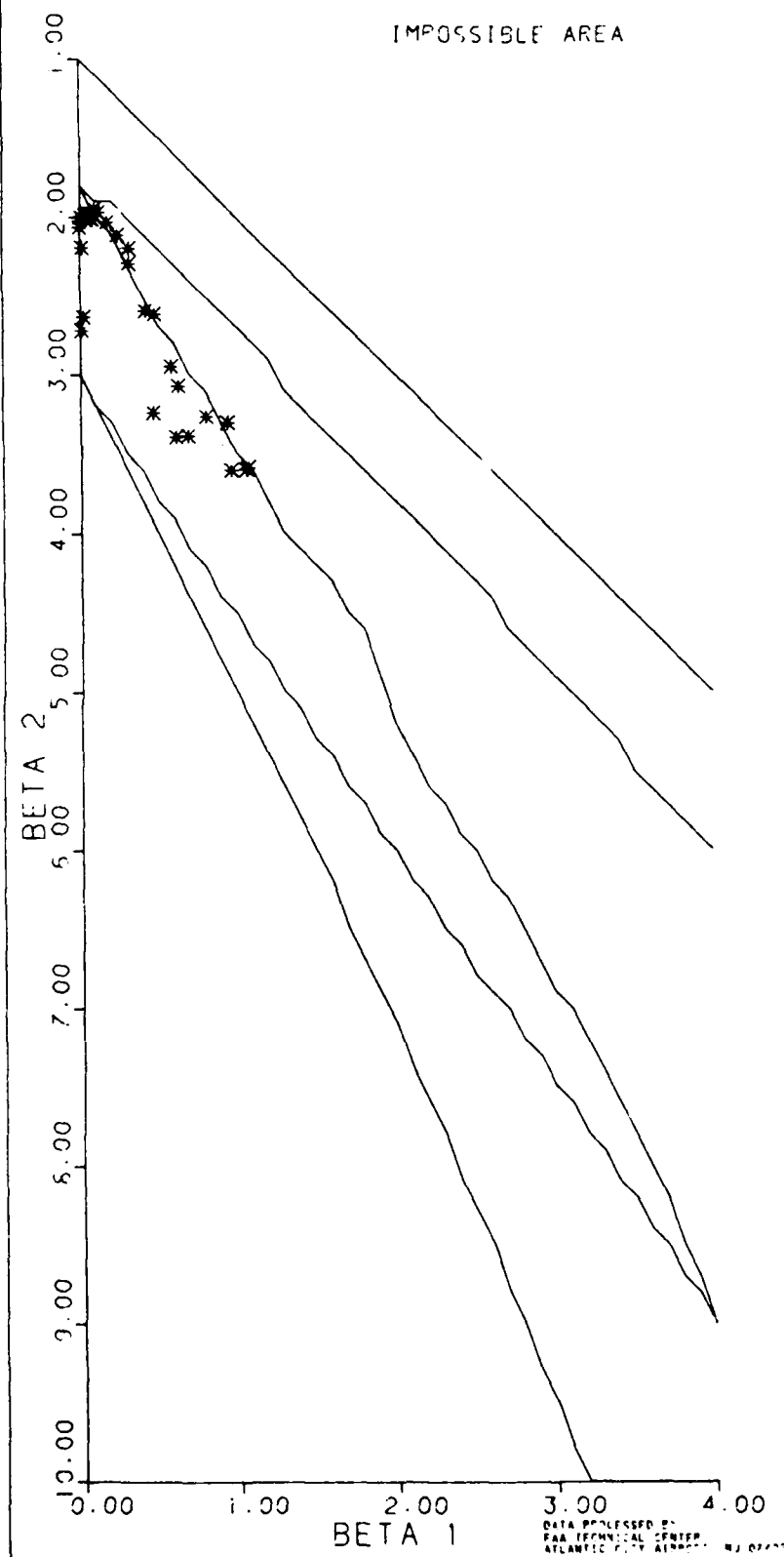
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 6.000 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR POSITION (DEG)



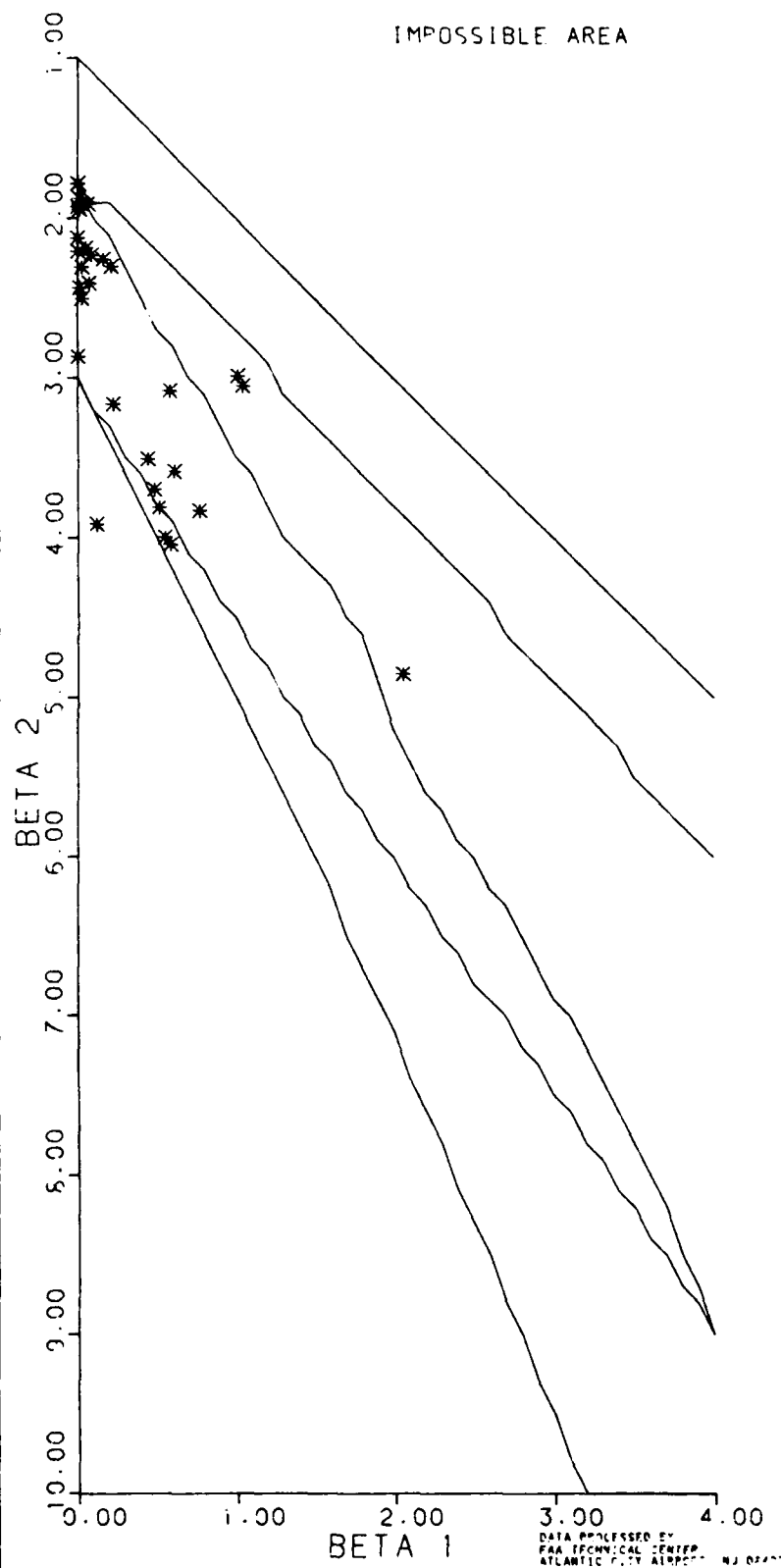
VMC DISTRIBUTION ANALYSIS -- CHS ONLY  
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 CROSSTRACK POSITION (FT)



VMC DISTRIBUTION ANALYSIS -- OH5 ONLY  
 10.00 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE (FT)

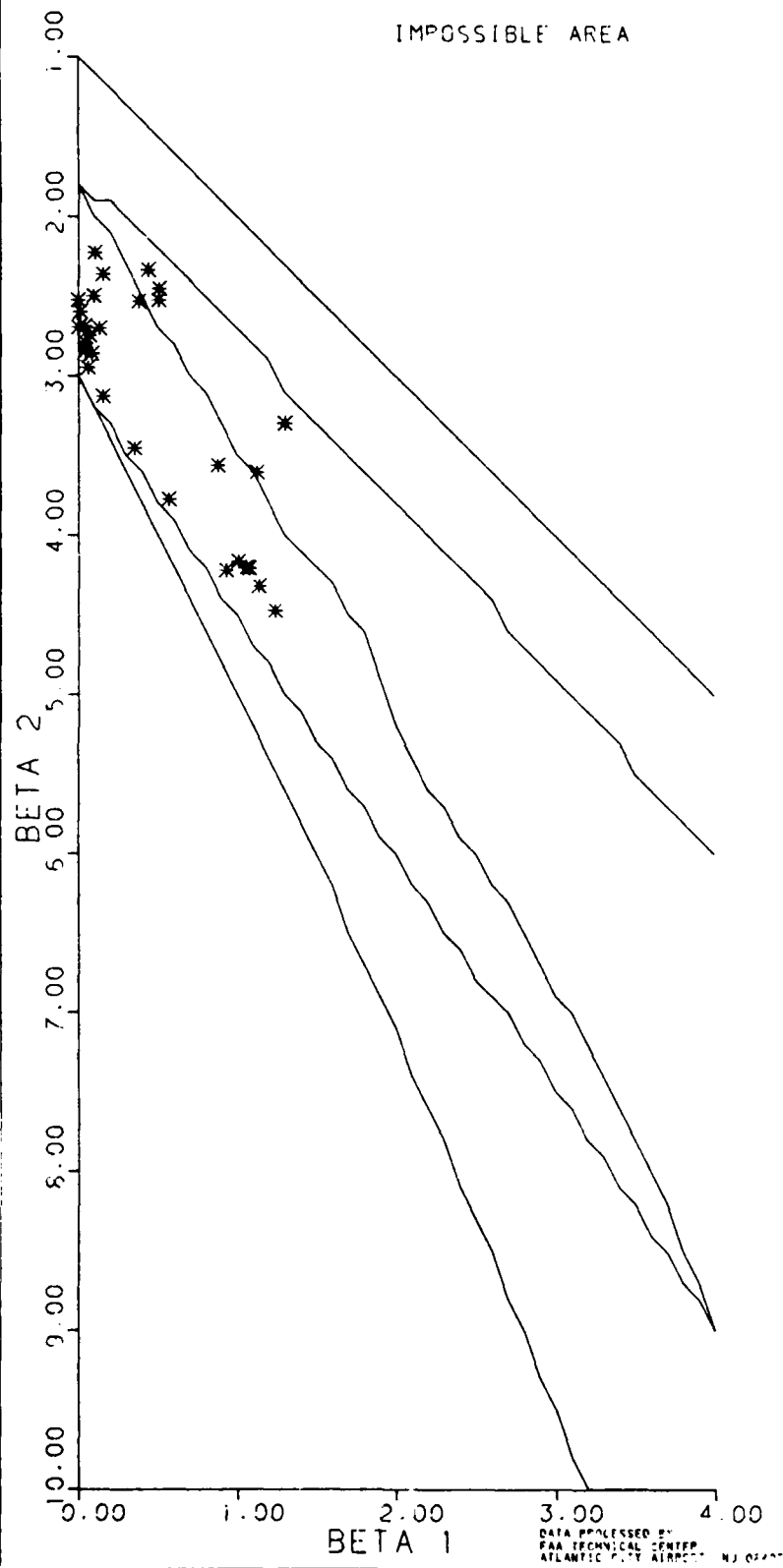


VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 10.00 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK VELOCITY (FPM)

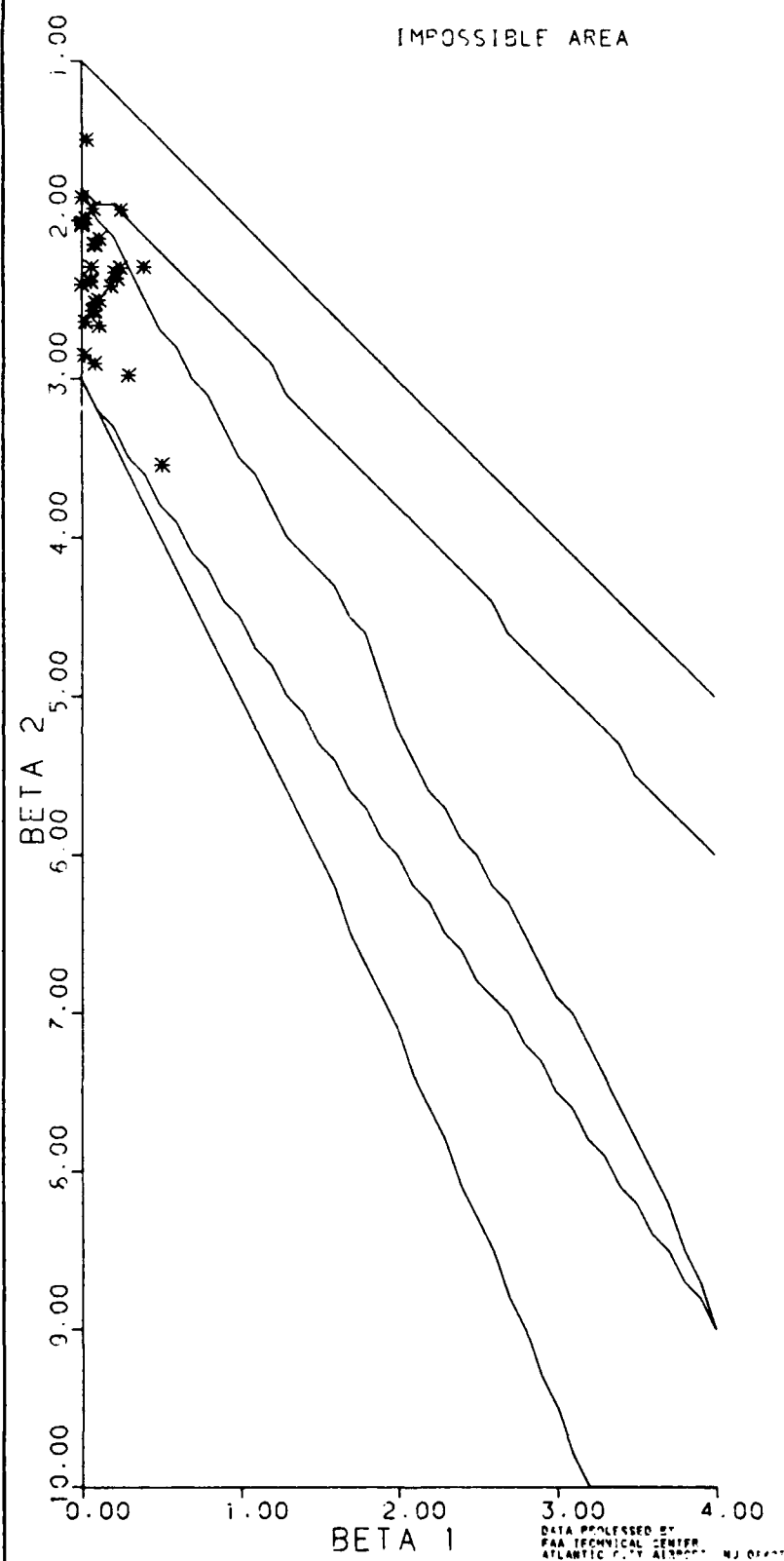




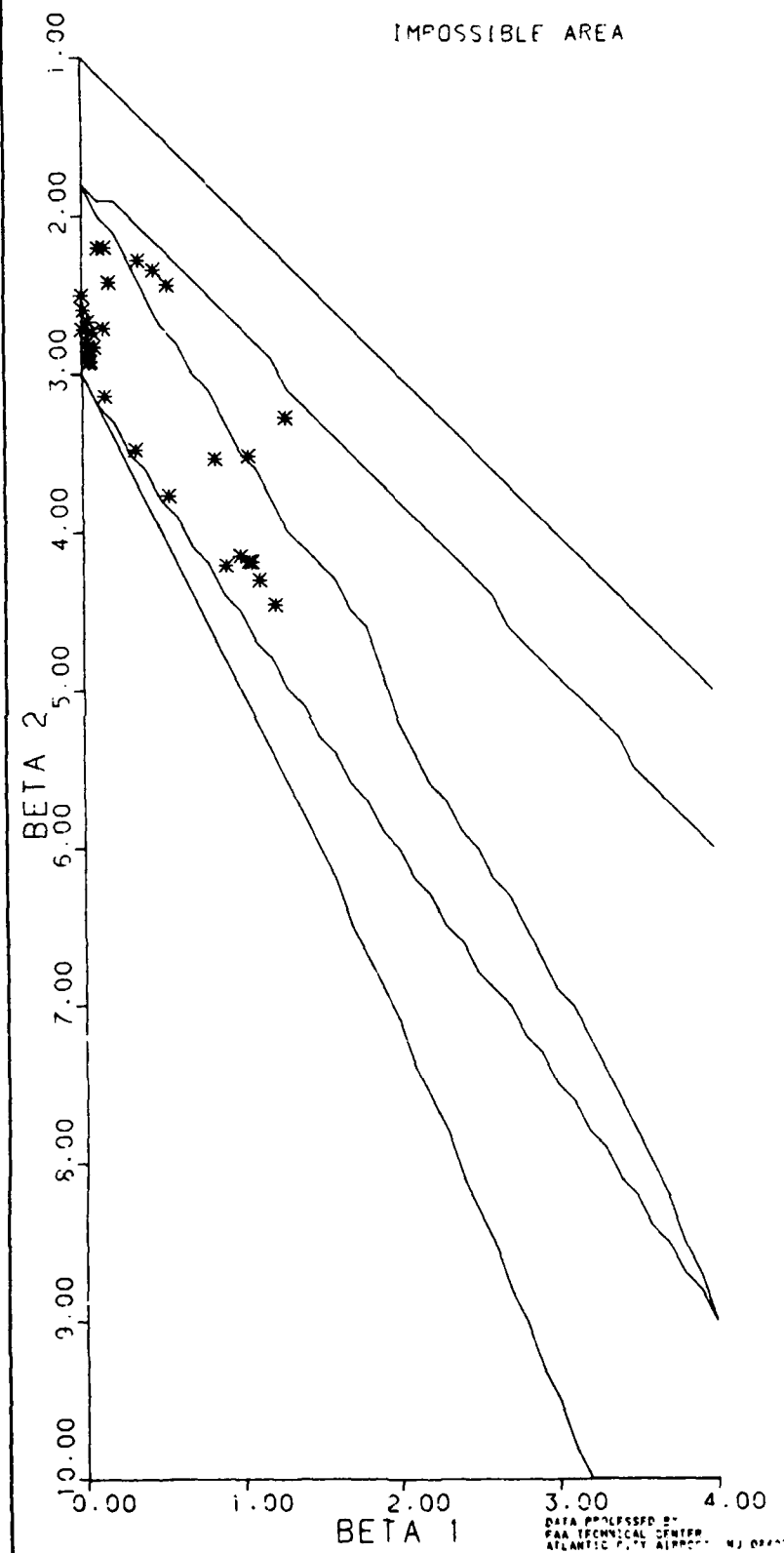
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 10.00 DEGREE STRAIGHT IN APPROACHES  
 ALONGTRACK VELOCITY (FPM)



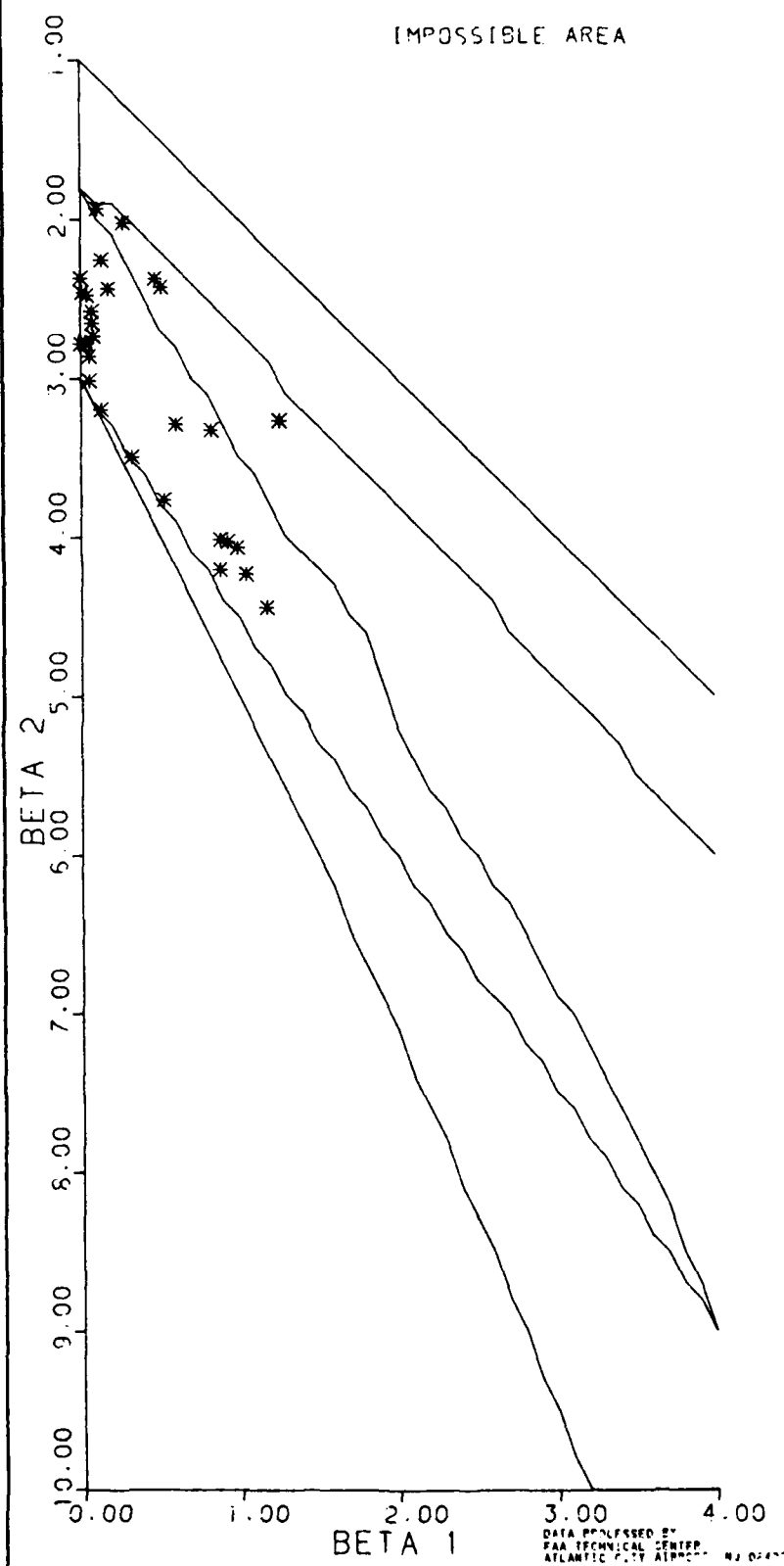
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 10.00 DEGREE STRAIGHT IN APPROACHES  
 VERTICAL VELOCITY (FPM)



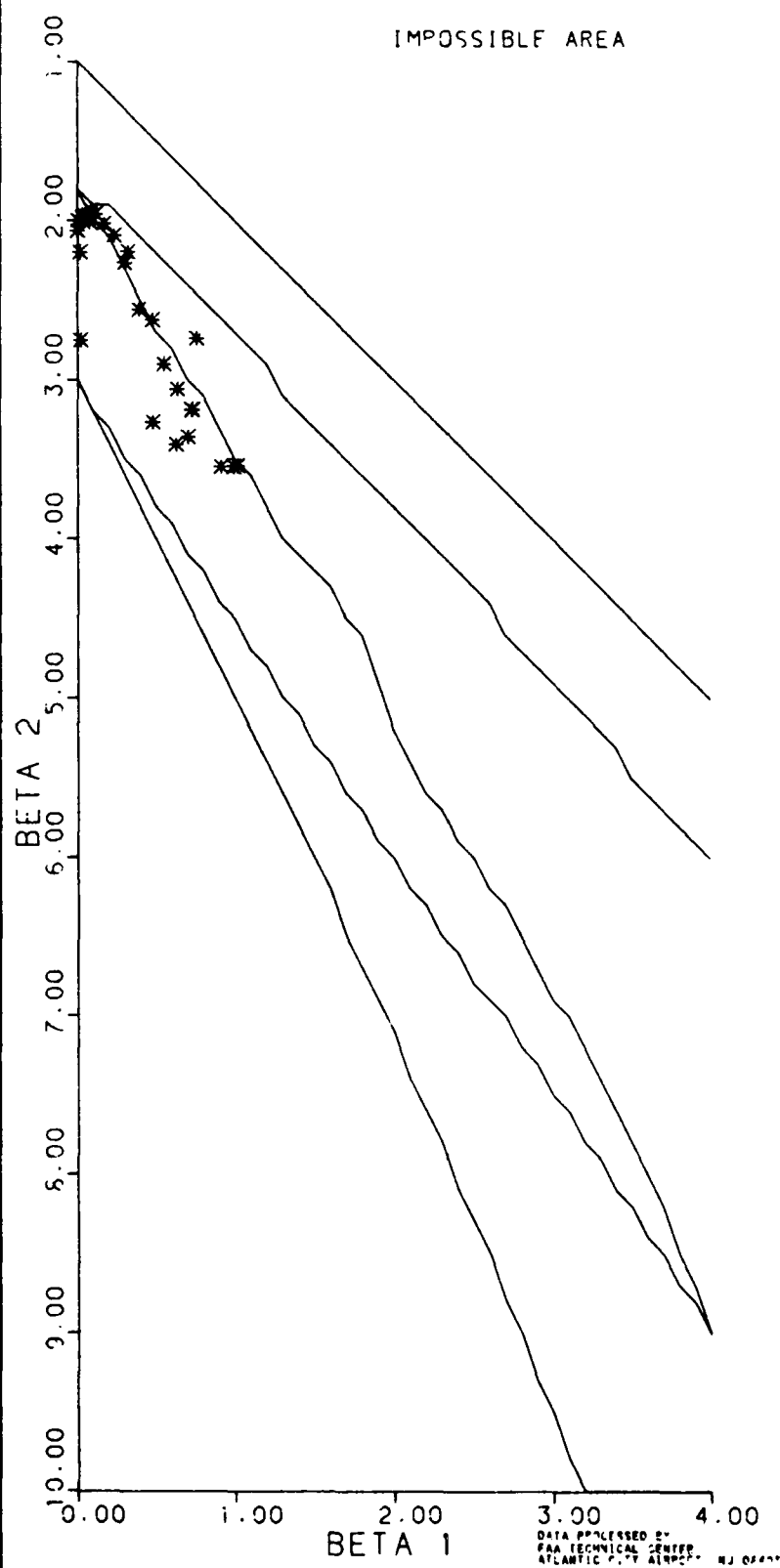
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 10.00 DEGREE STRAIGHT IN APPROACHES  
 GROUND SPEED (KNOTS)



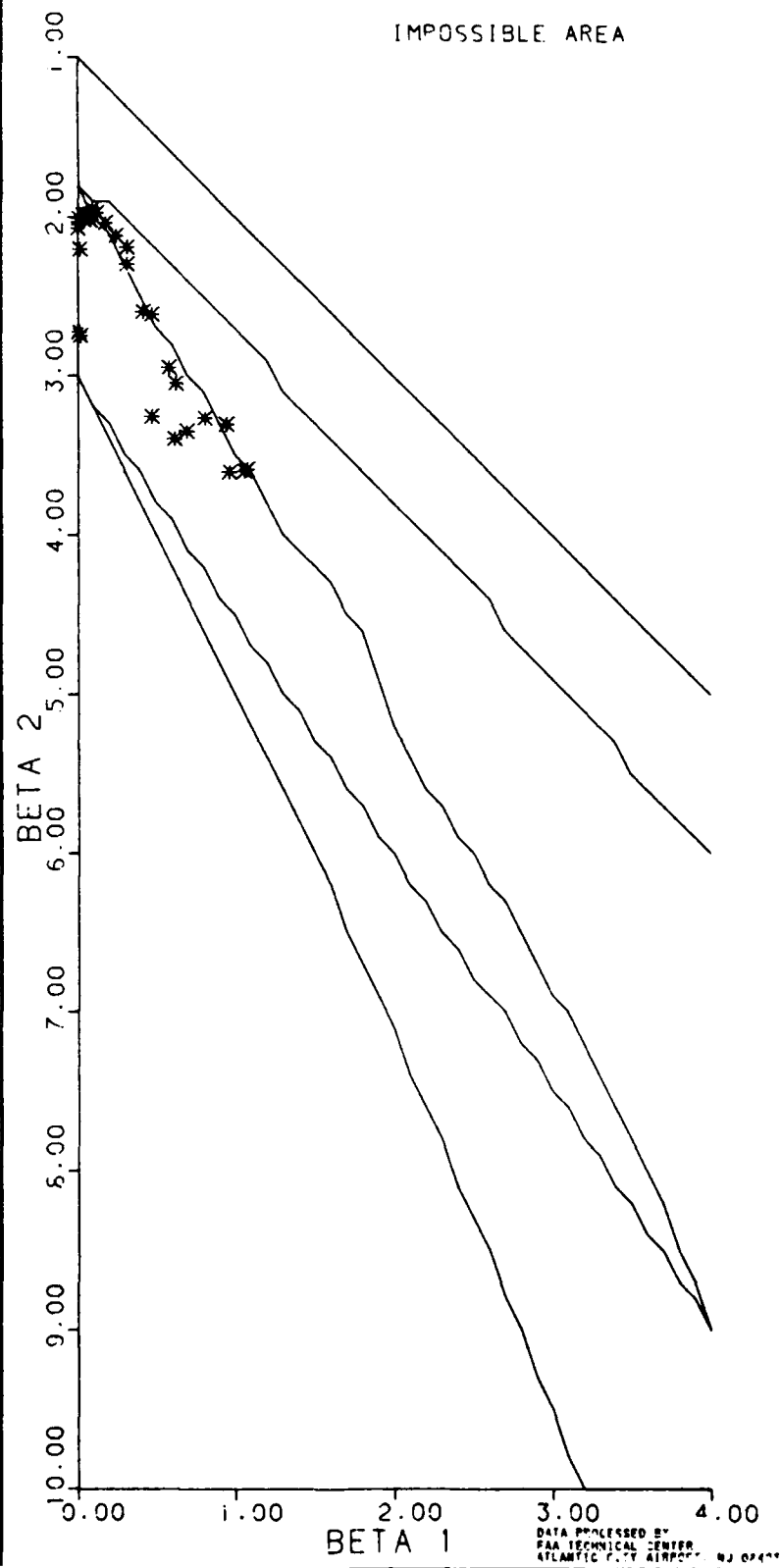
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 ALONGPATH SPEED (KNOTS)



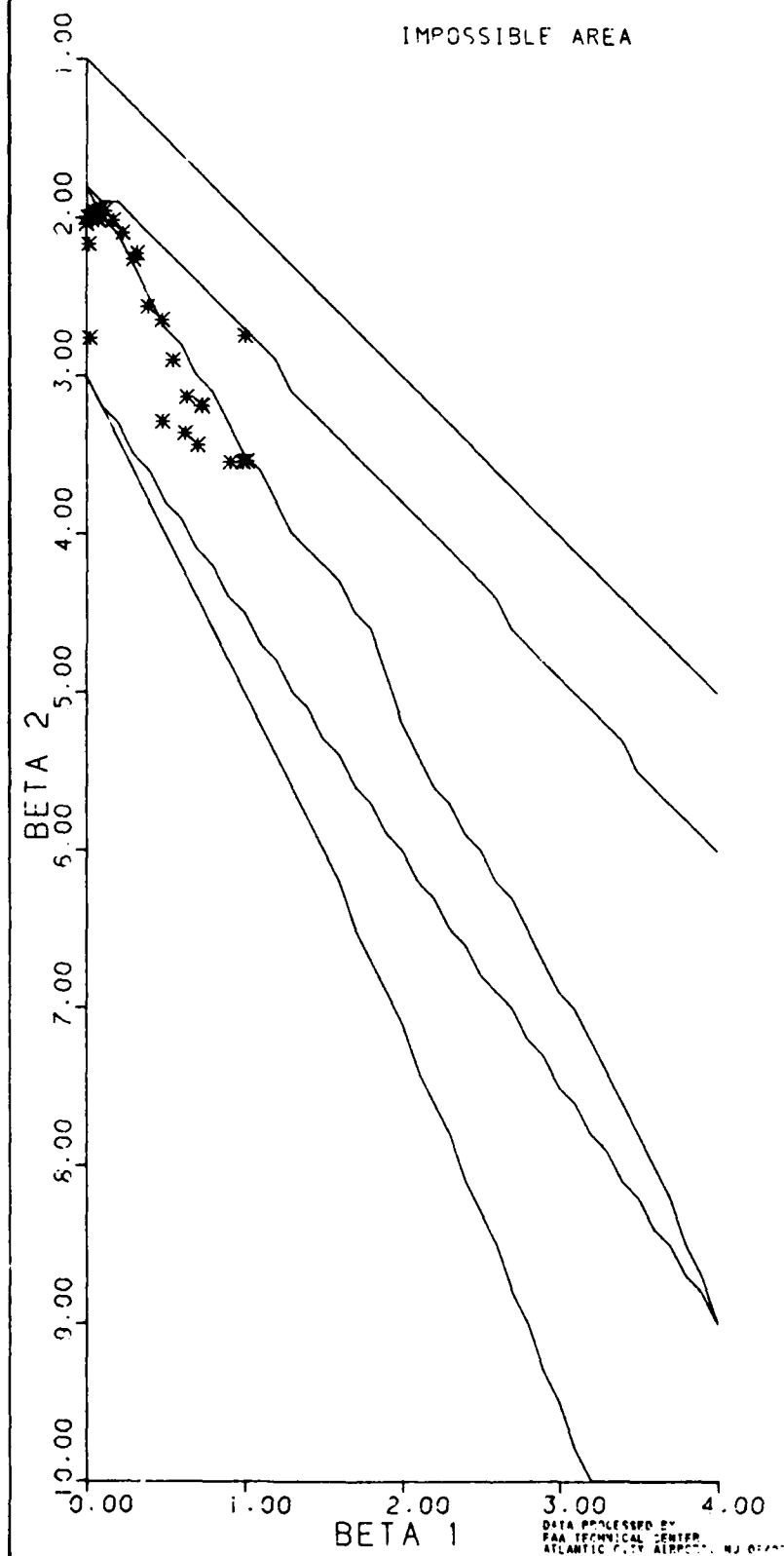
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 10.00 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR ERROR (DEG)



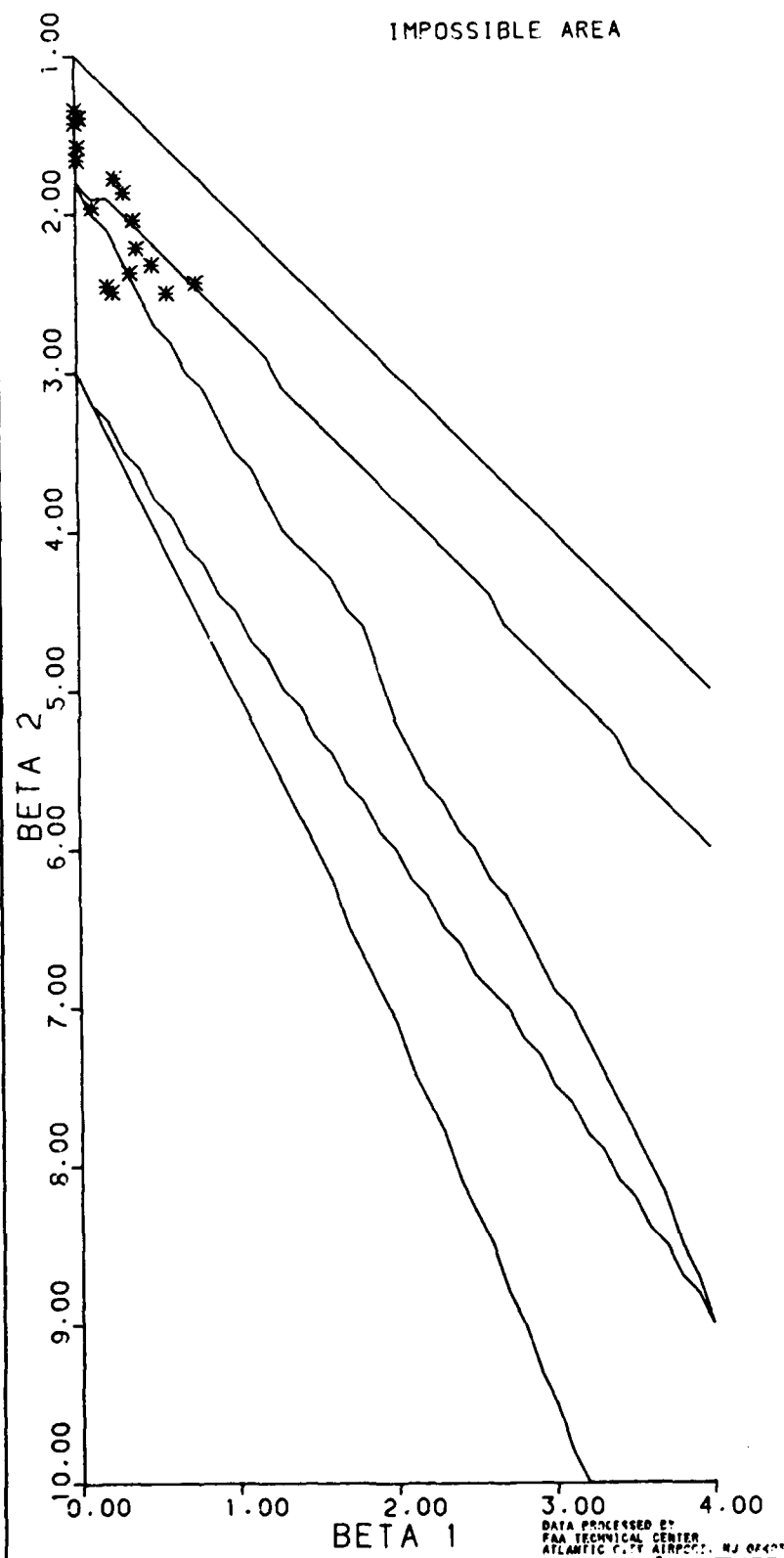
VMC DISTRIBUTION ANALYSIS -- D'S ONLY  
 10.00 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE ERROR (FT)



VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
10.00 DEGREE STRAIGHT IN APPROACHES  
ANGULAR POSITION (DEG)

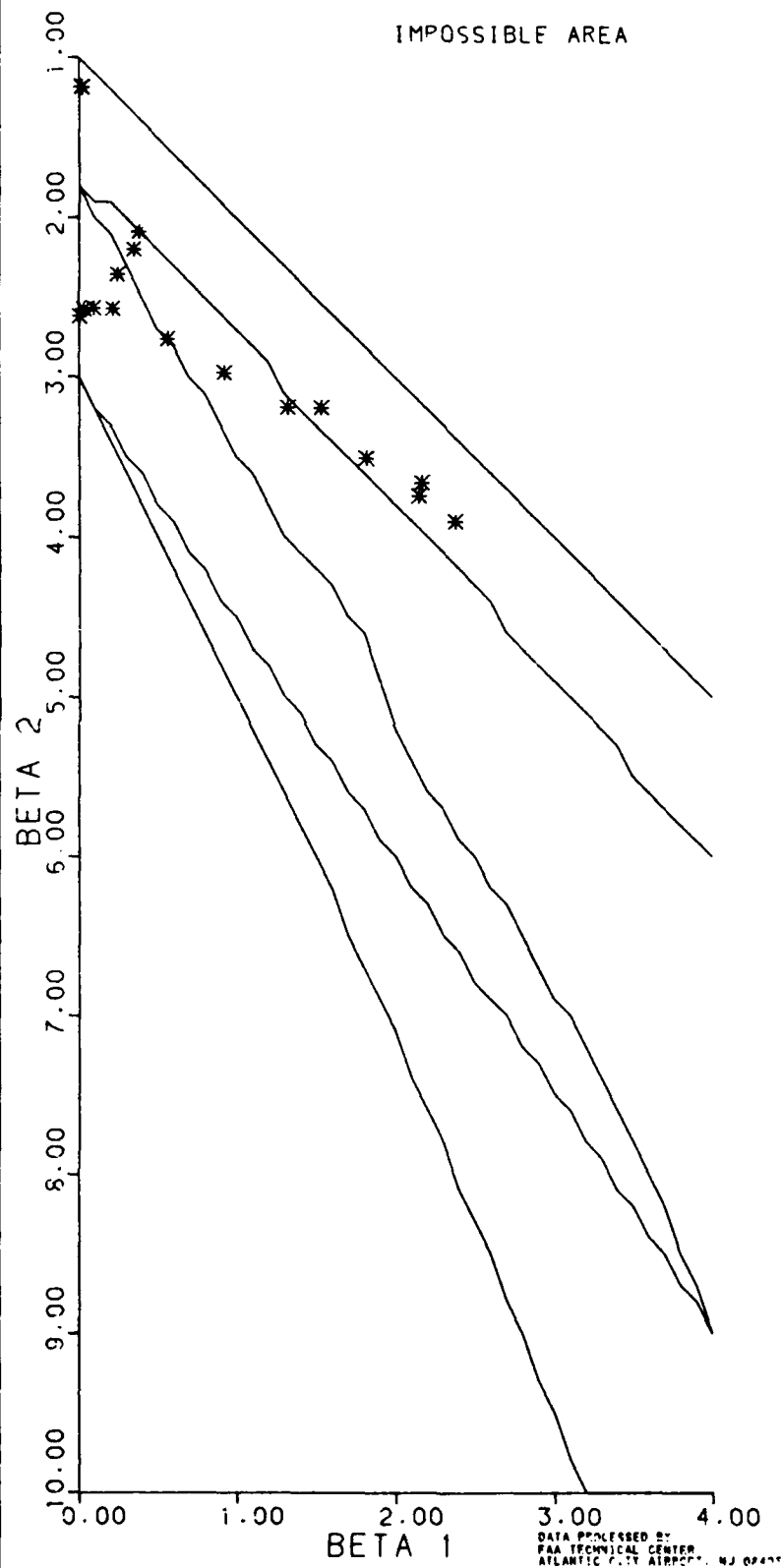


VMC DISTRIBUTION ANALYSIS -- OH5 ONLY  
 7.125 DEGREE CURVED APPROACHES  
 CROSSTRACK POSITION (FT)

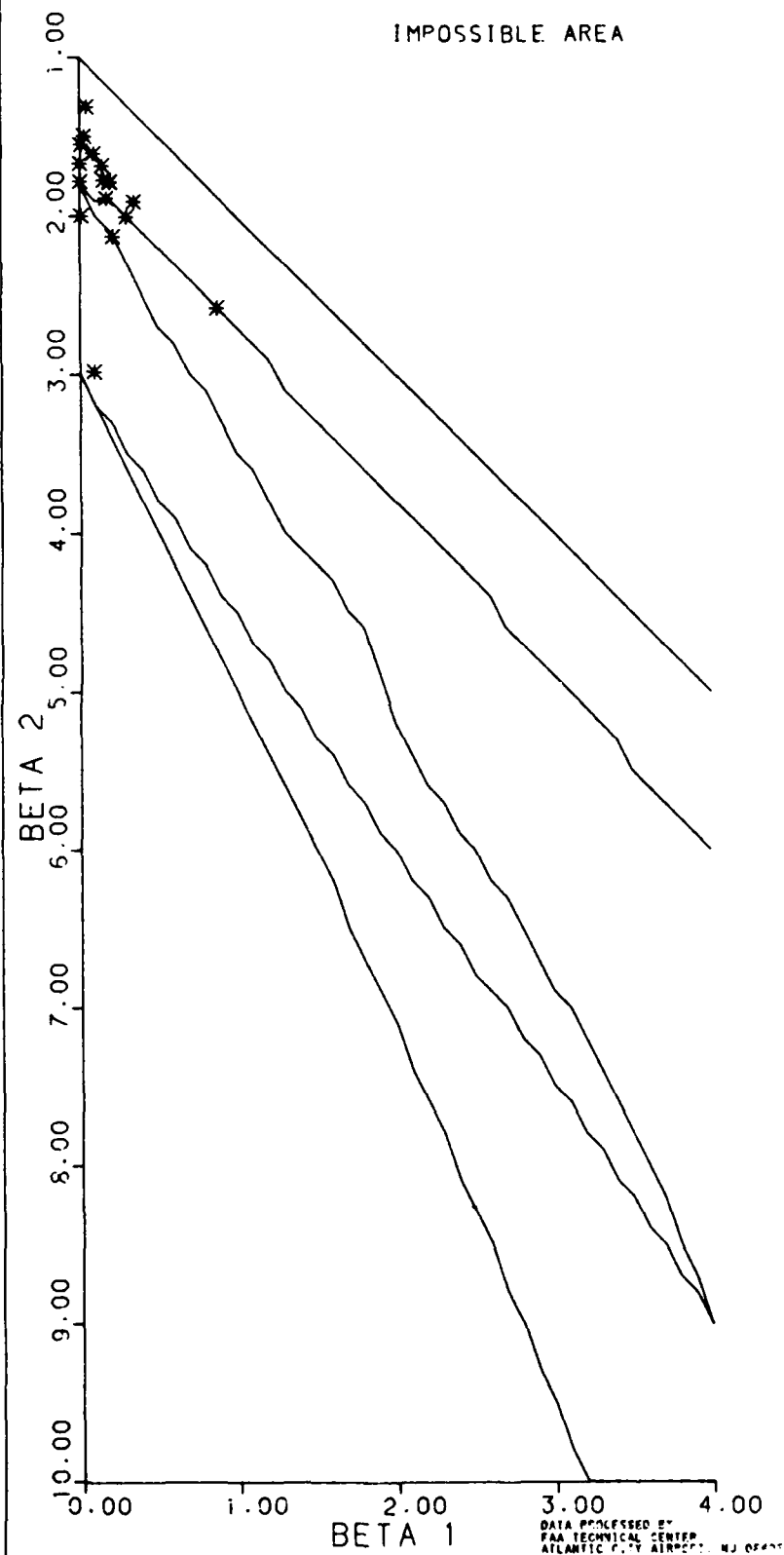




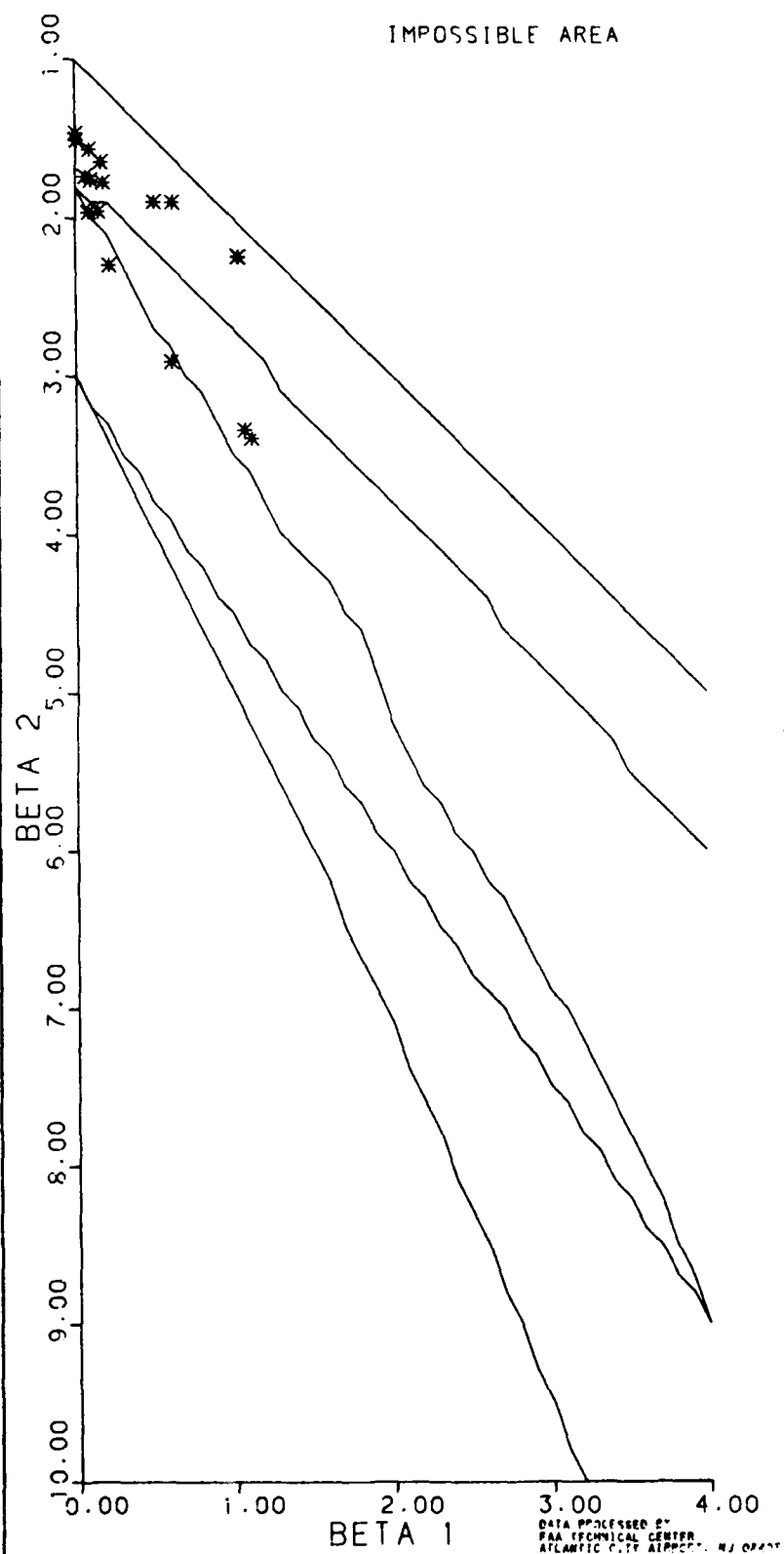
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 ALTITUDE (FT)



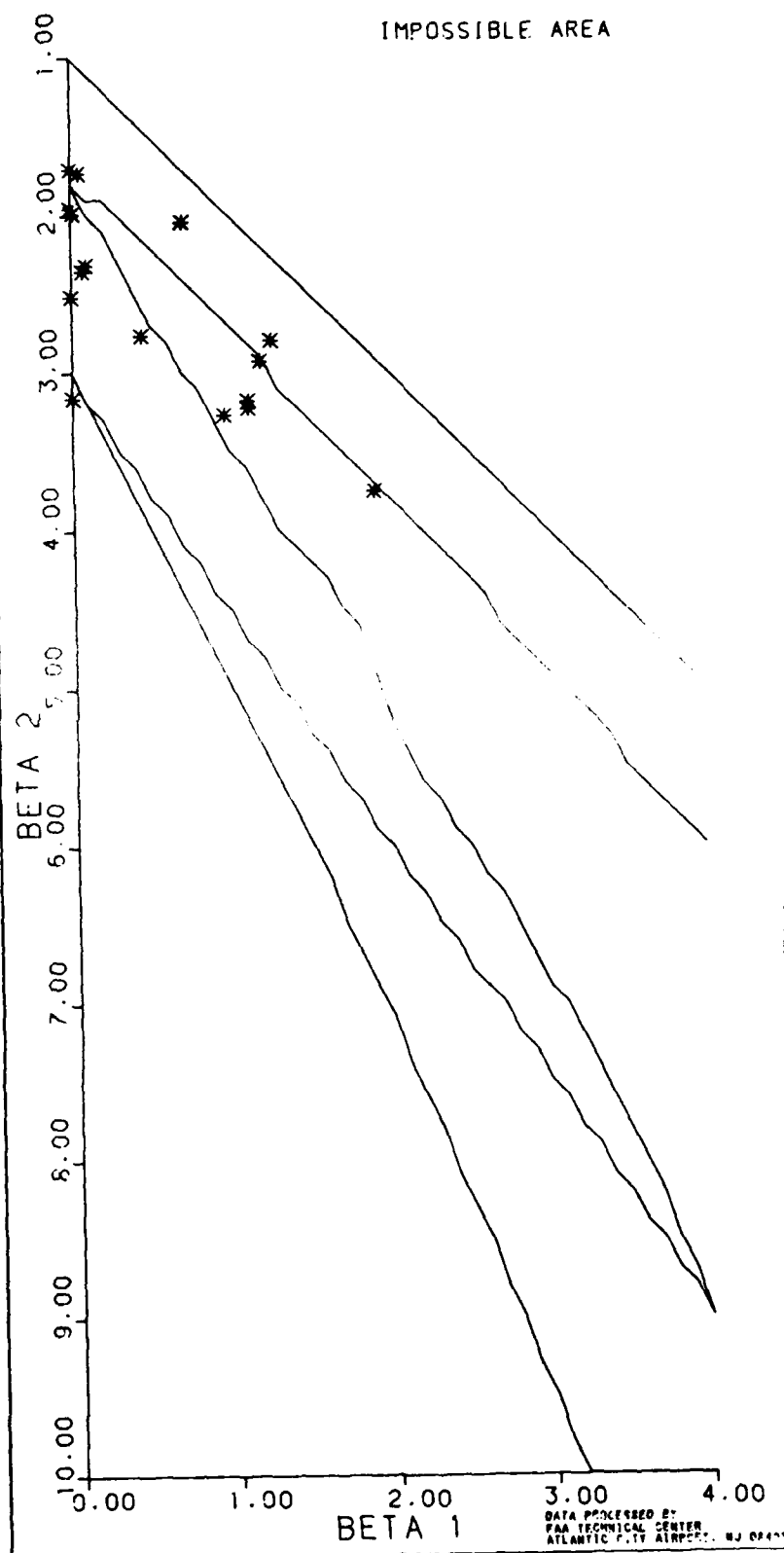
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CROSSTRACK VELOCITY (FPM)



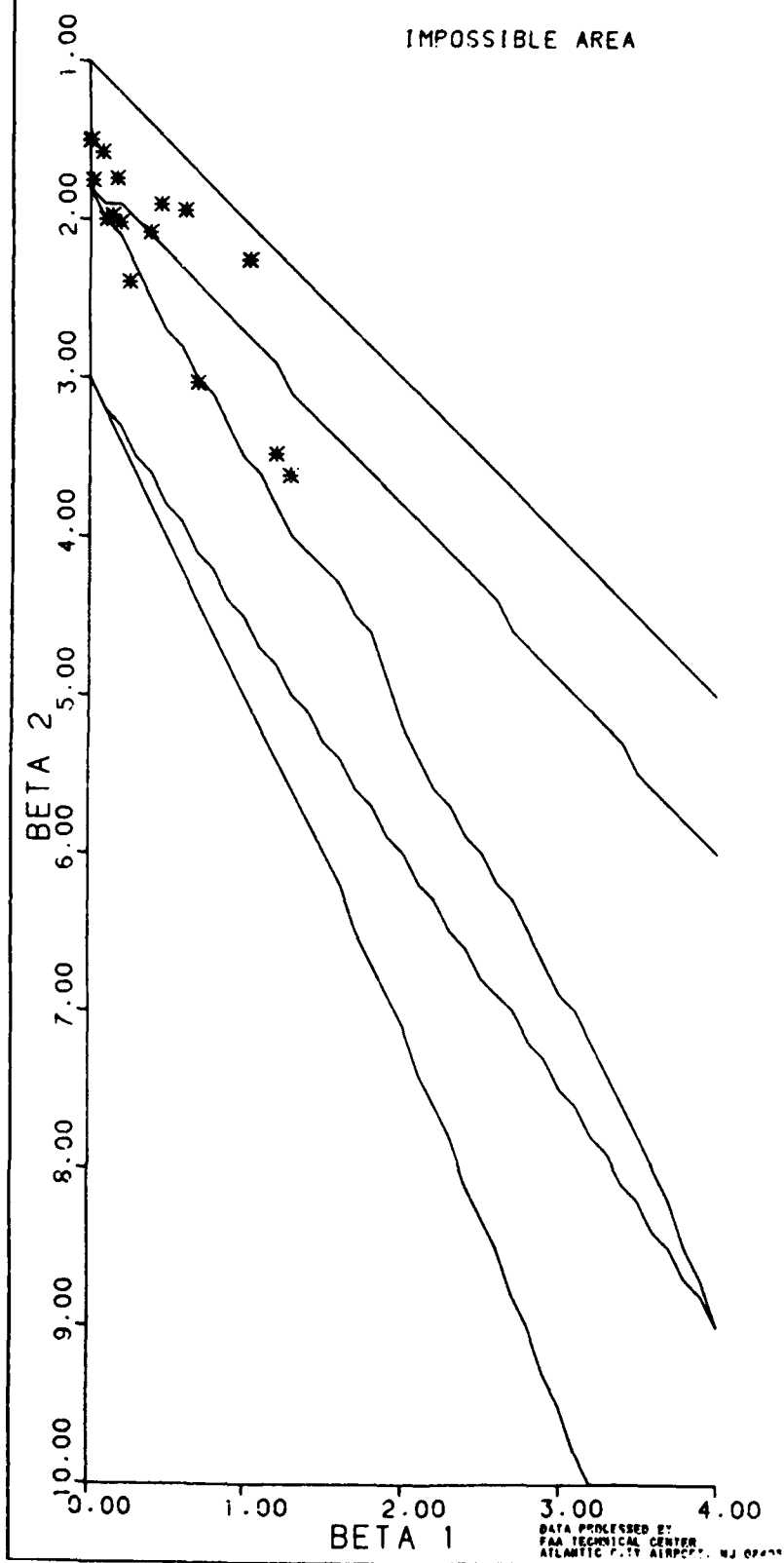
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 ALONGTRACK VELOCITY (FPM)



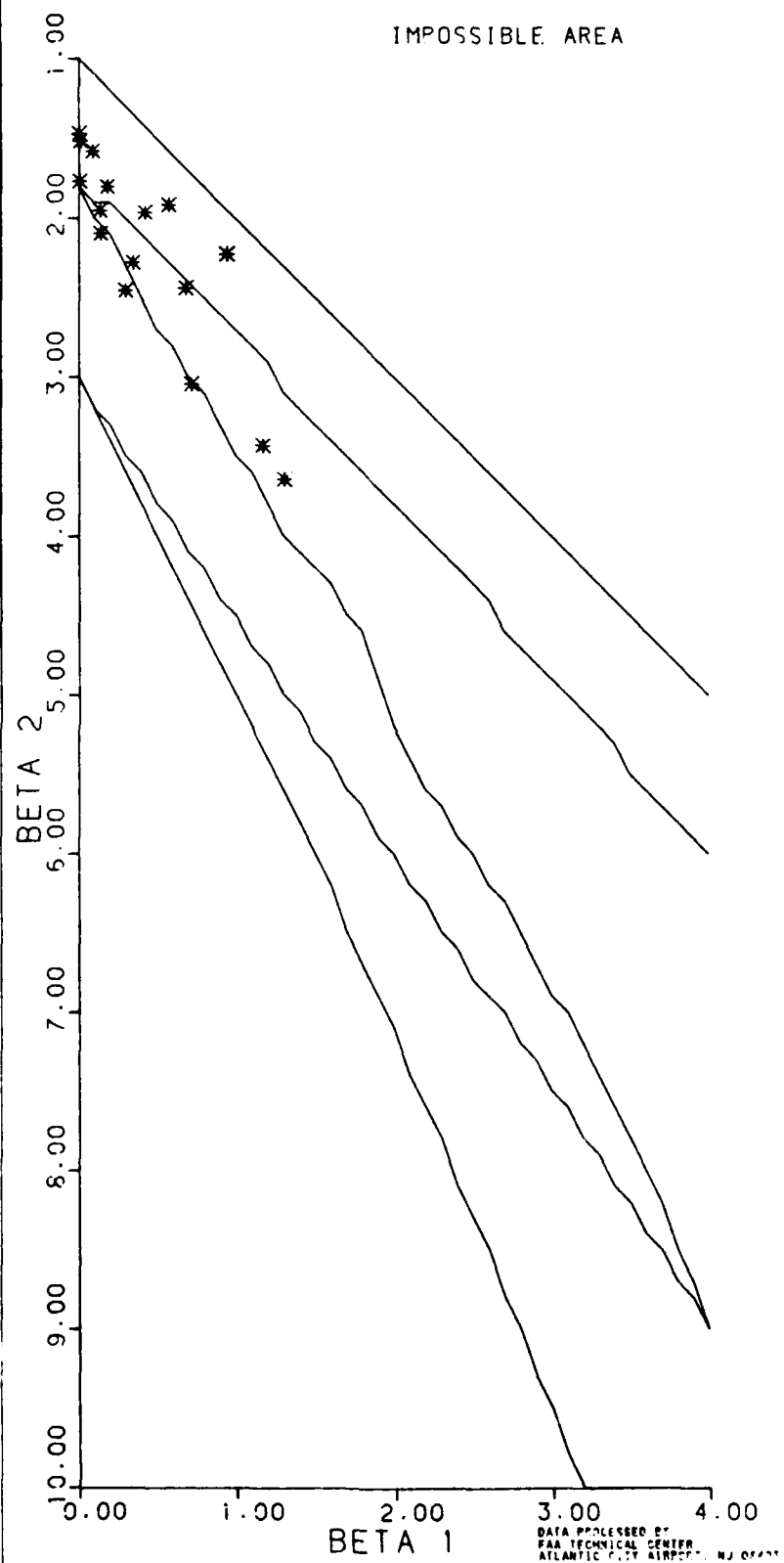
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 VERTICAL VELOCITY (FPM)



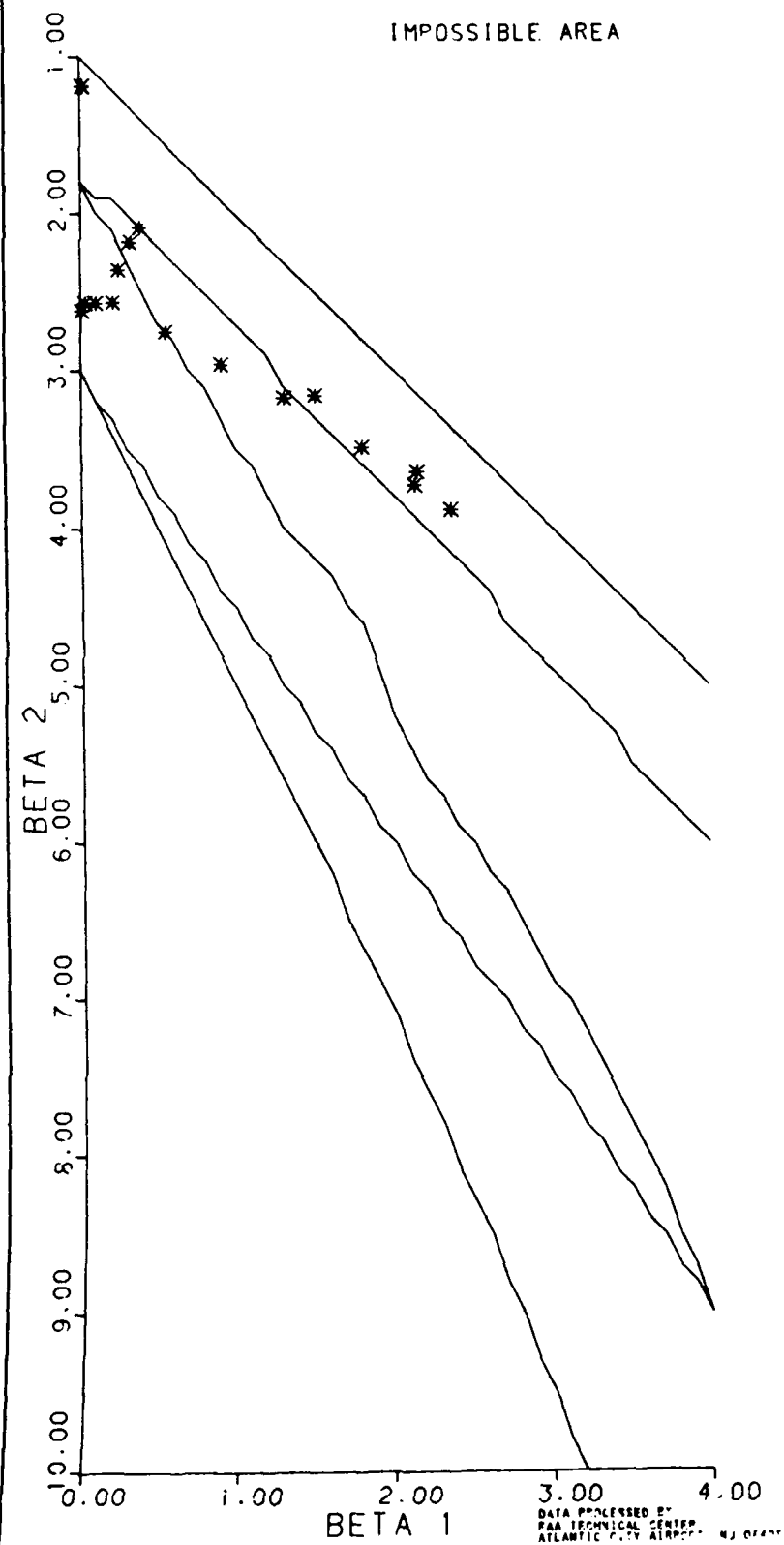
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 GROUND SPEED (KNOTS)



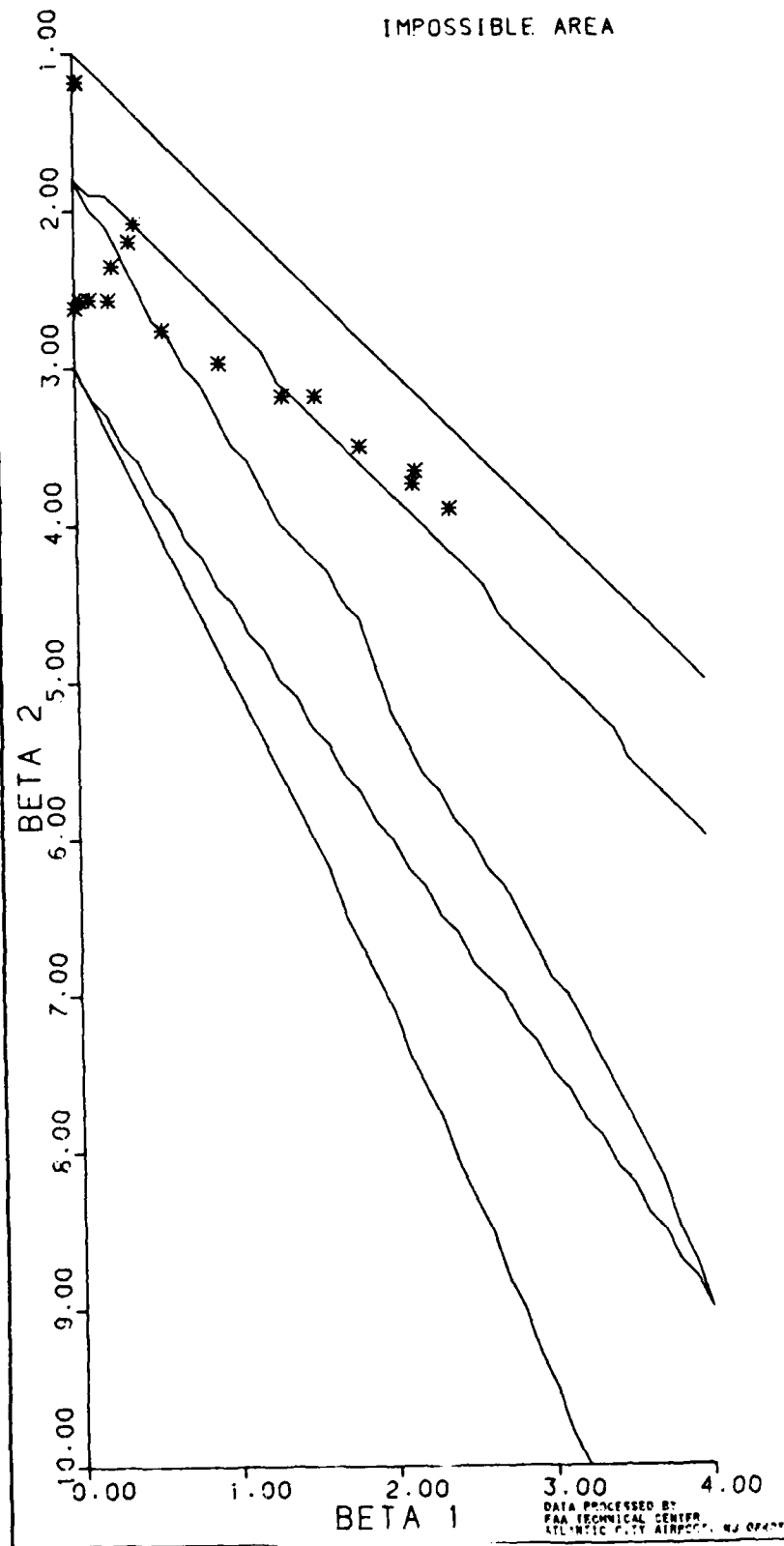
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 ALONGPATH SPEED (KNOTS)



VMC DISTRIBUTION ANALYSIS -- OHS ONLY  
 7.125 DEGREE CURVED APPROACHES  
 ANGULAR ERROR (DEG)

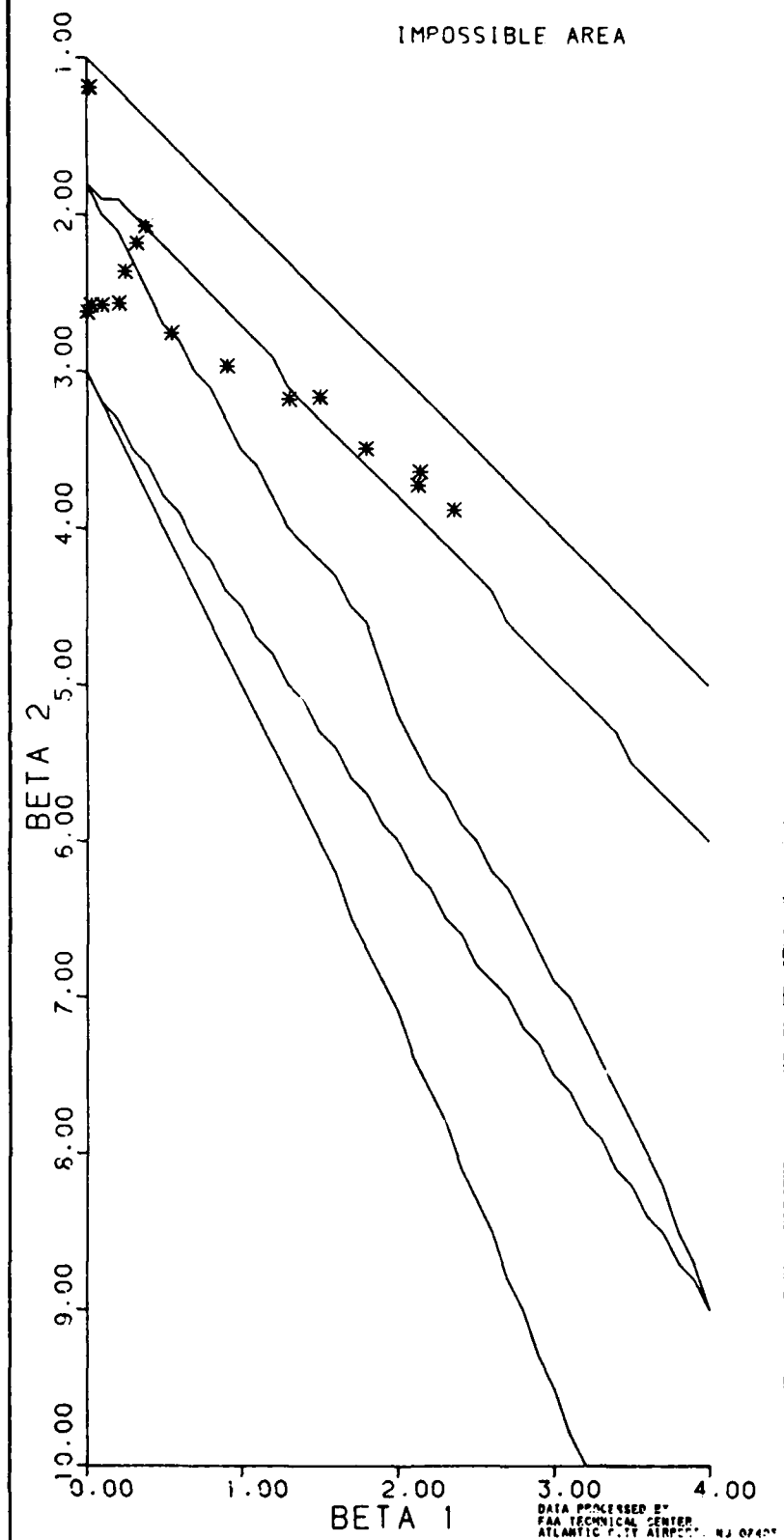


VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 7.125 DEGREE CURVED APPROACHES  
 ALTITUDE ERROR (FT)

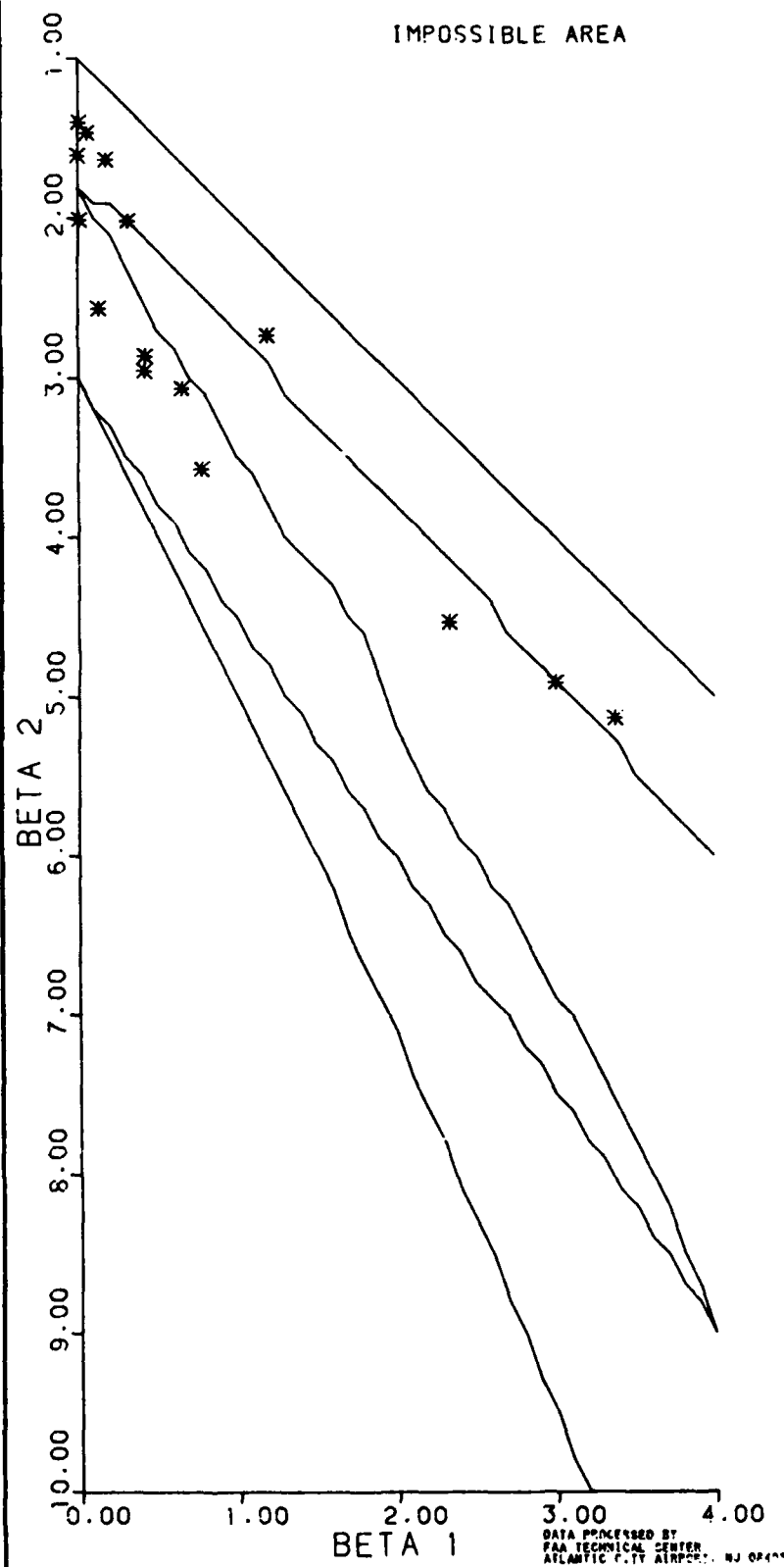




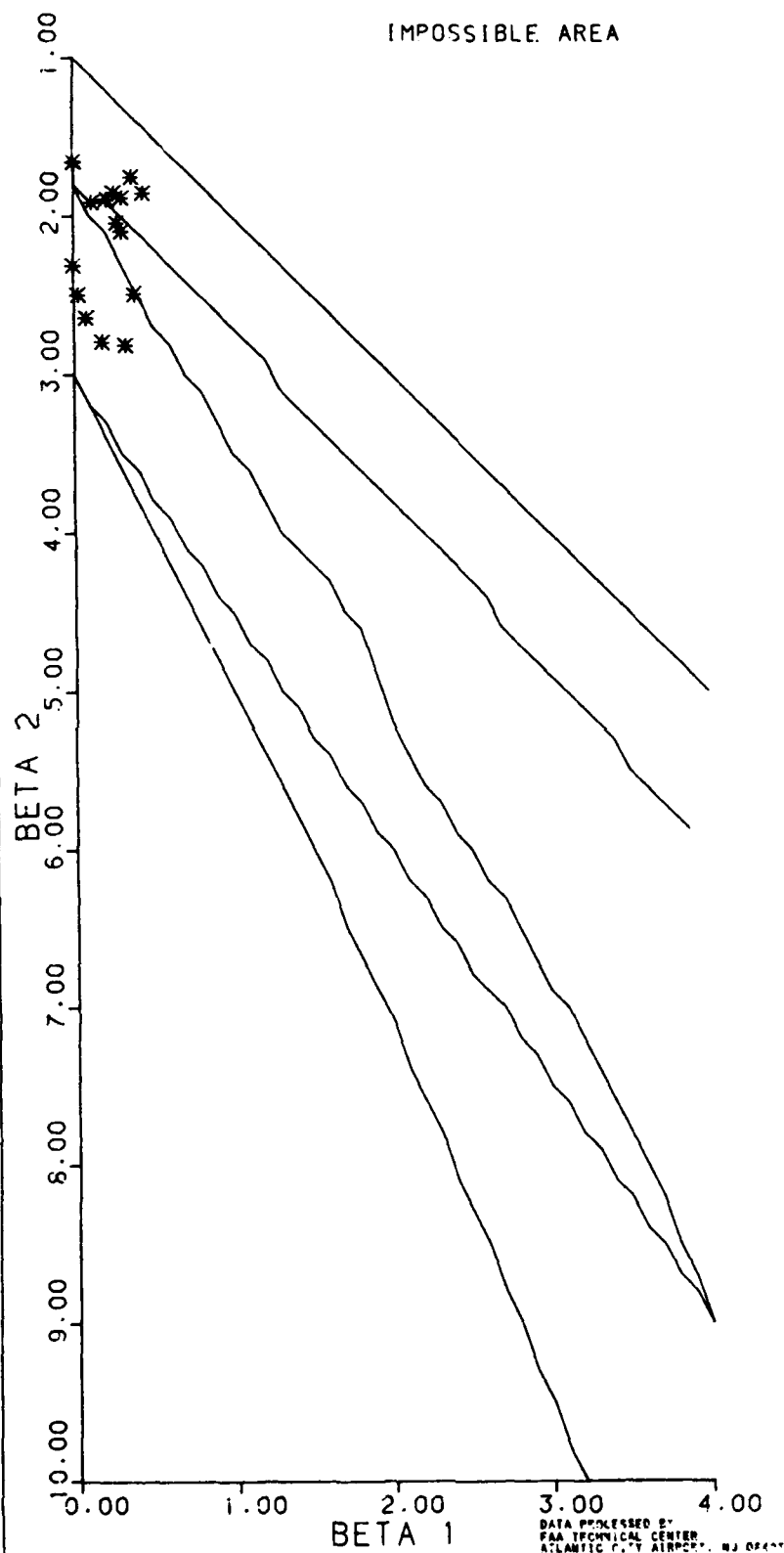
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 ANGULAR POSITION (DEG)



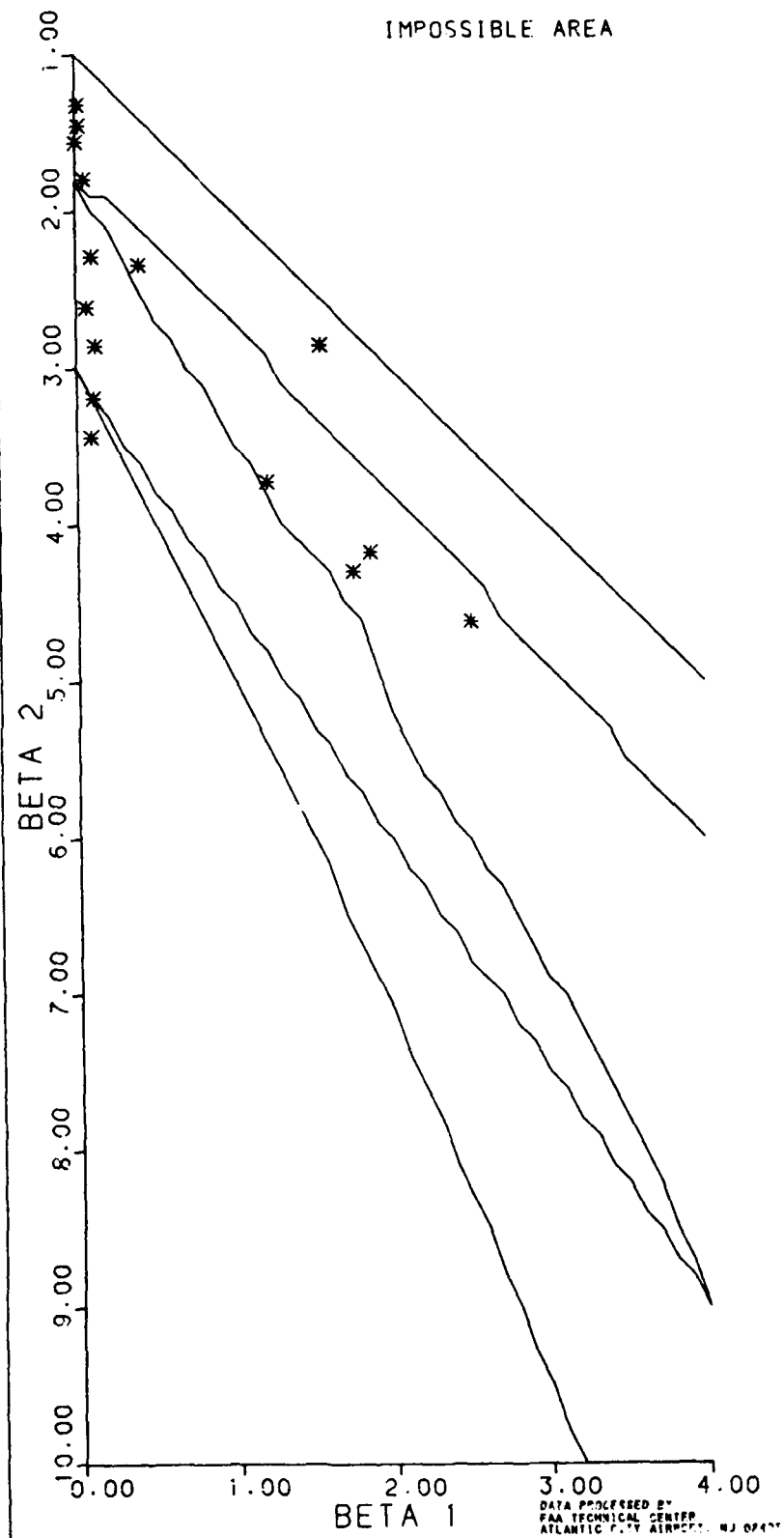
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 6.000 DEGREE CURVED APPROACHES  
 CROSSTRACK POSITION (FT)



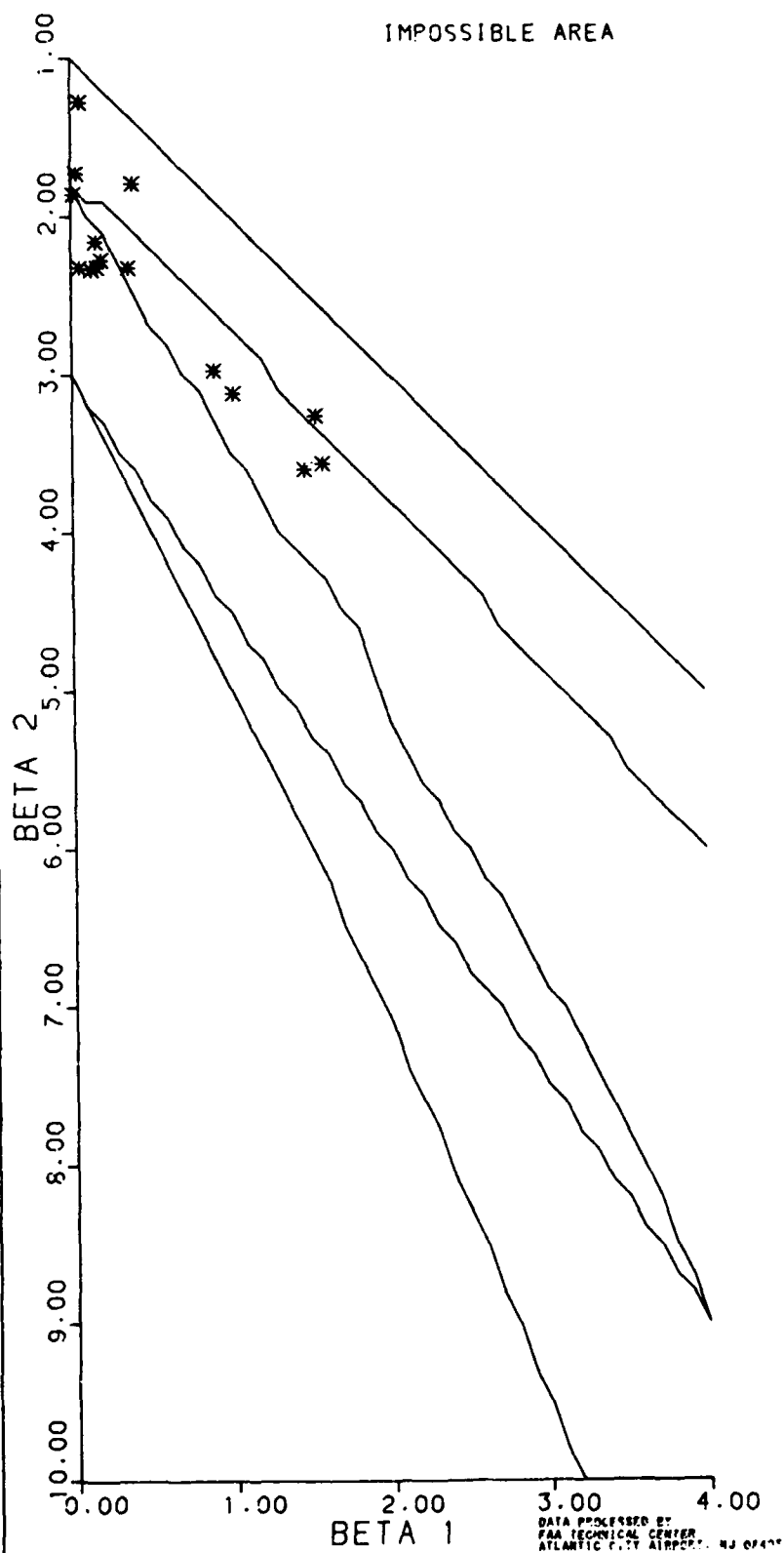
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 8.000 DEGREE CURVED APPROACHES  
 ALTITUDE (FT)



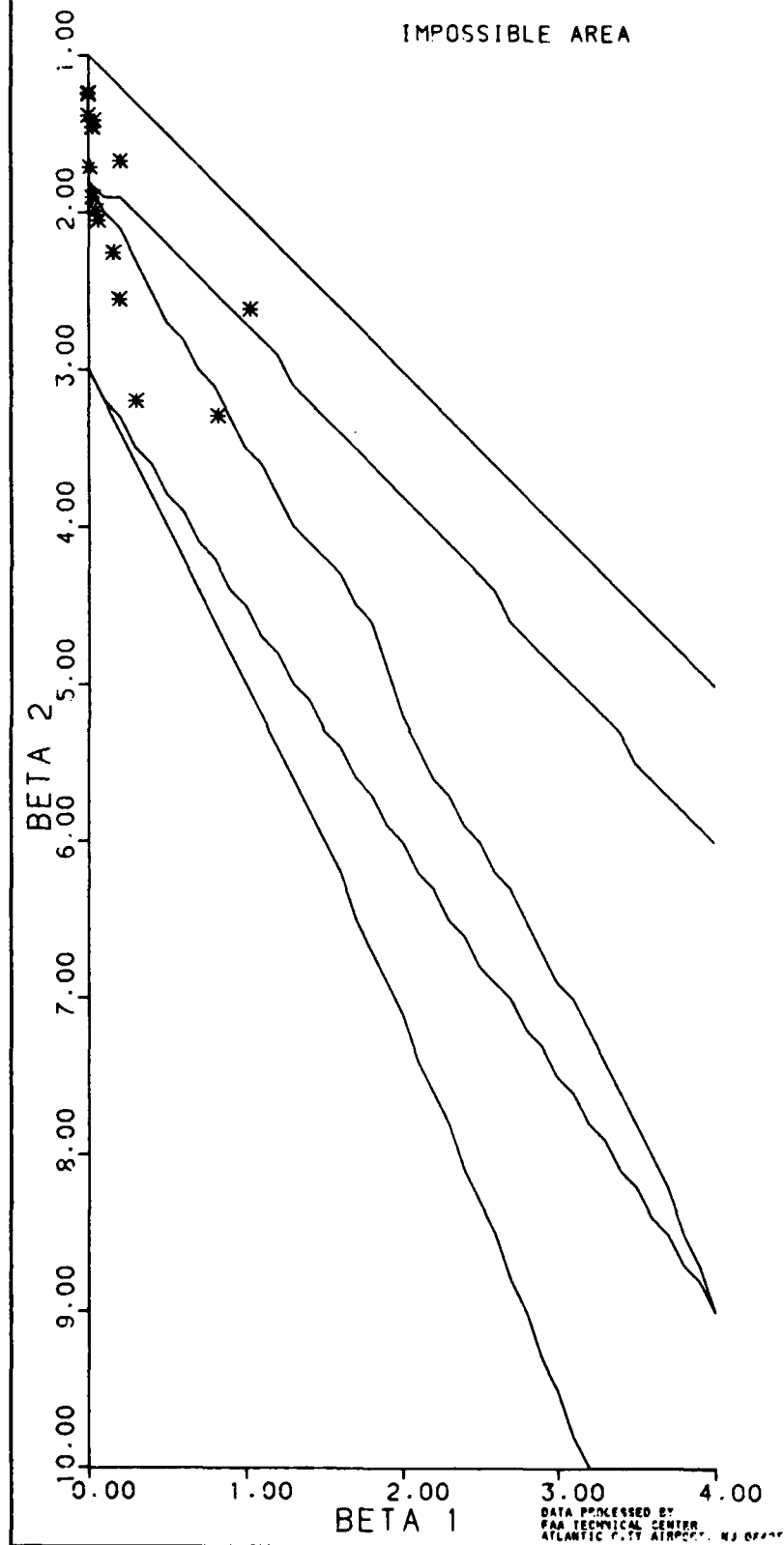
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 CROSSTRACK VELOCITY (FPM)



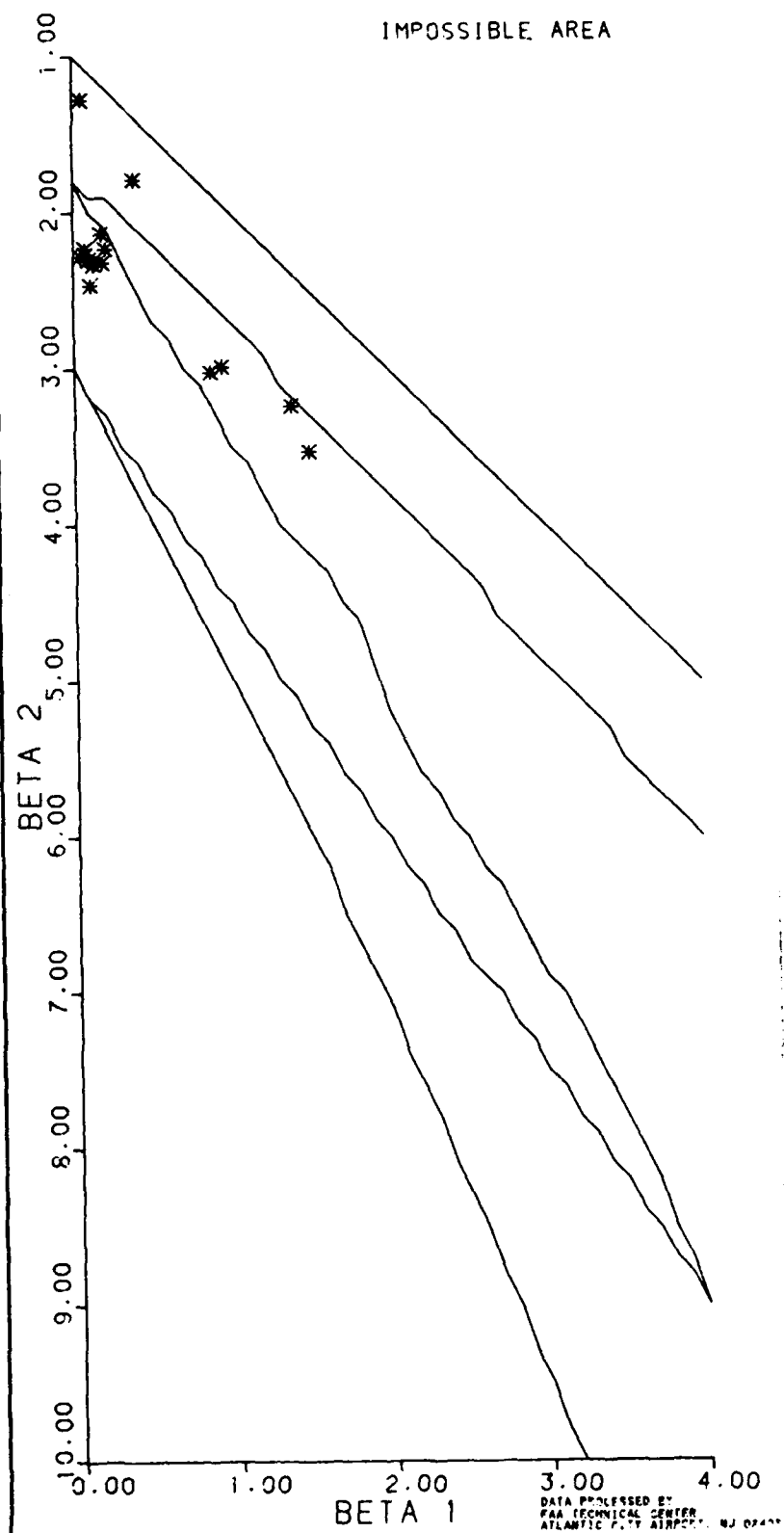
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 ALONGTRACK VELOCITY (FPM)



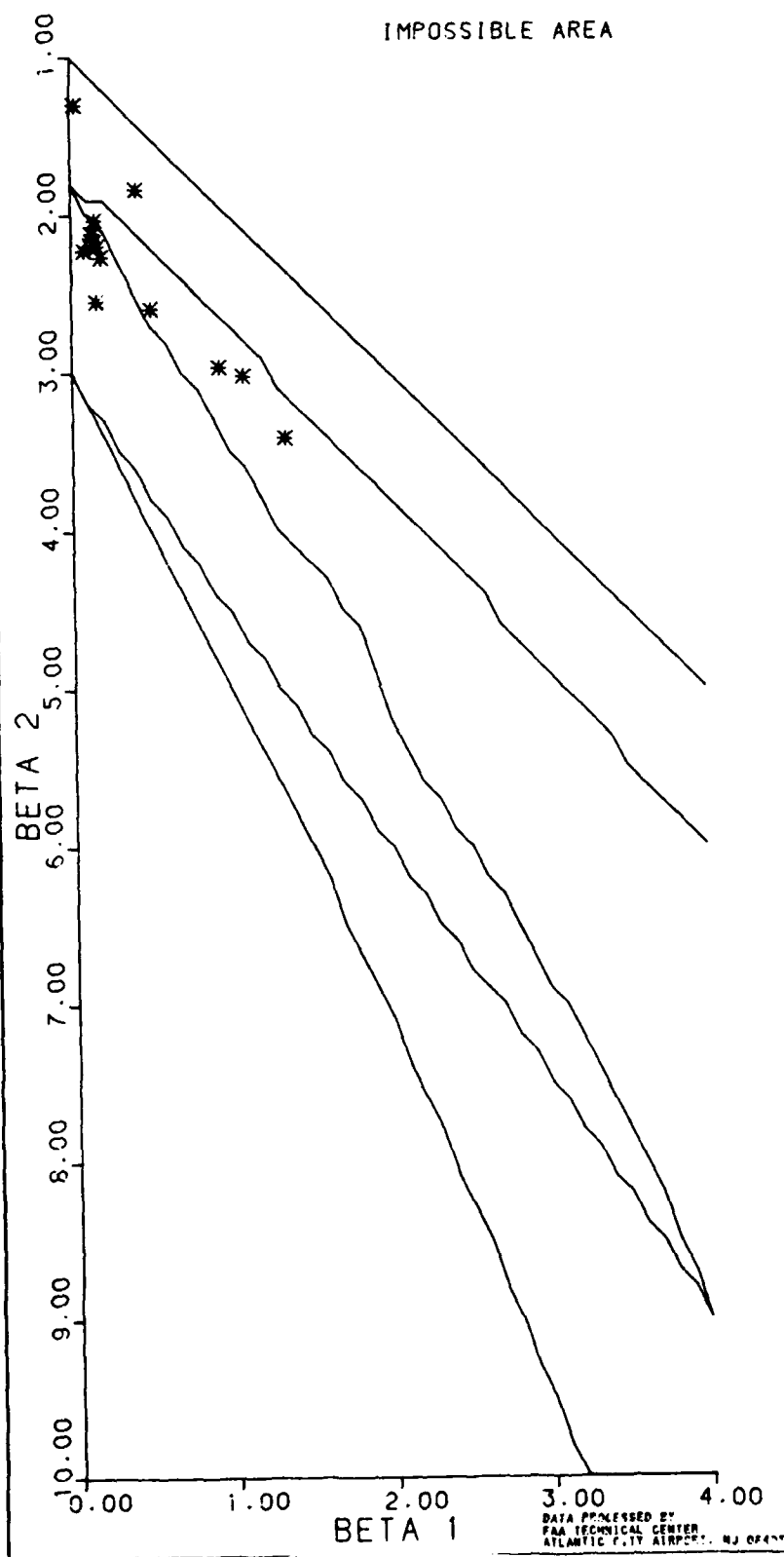
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 6.000 DEGREE CURVED APPROACHES  
 VERTICAL VELOCITY (FPM)



VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 6.000 DEGREE CURVED APPROACHES  
 GROUND SPEED (KNOTS)

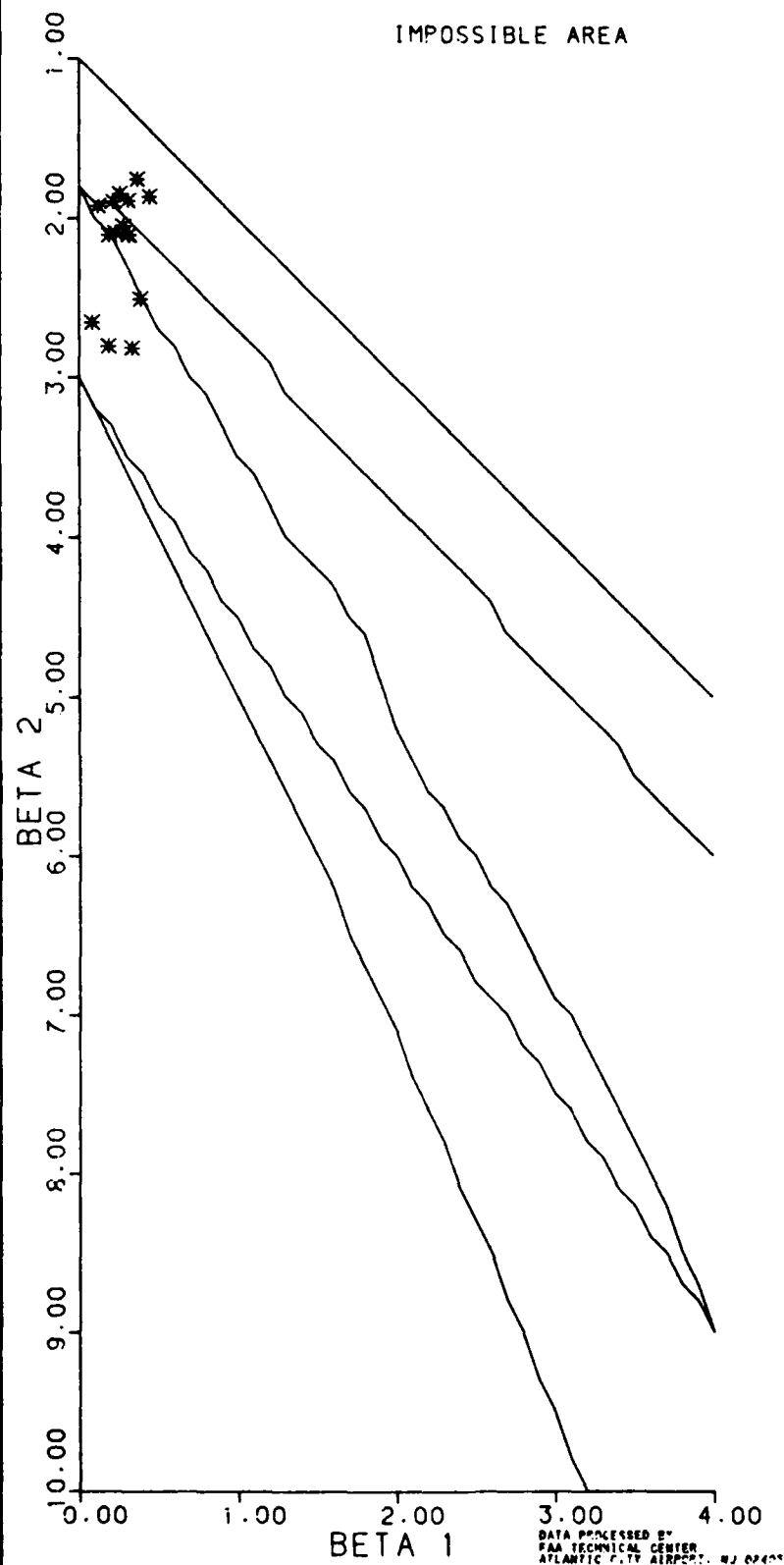


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 ALONGPATH SPEED (KNOTS)

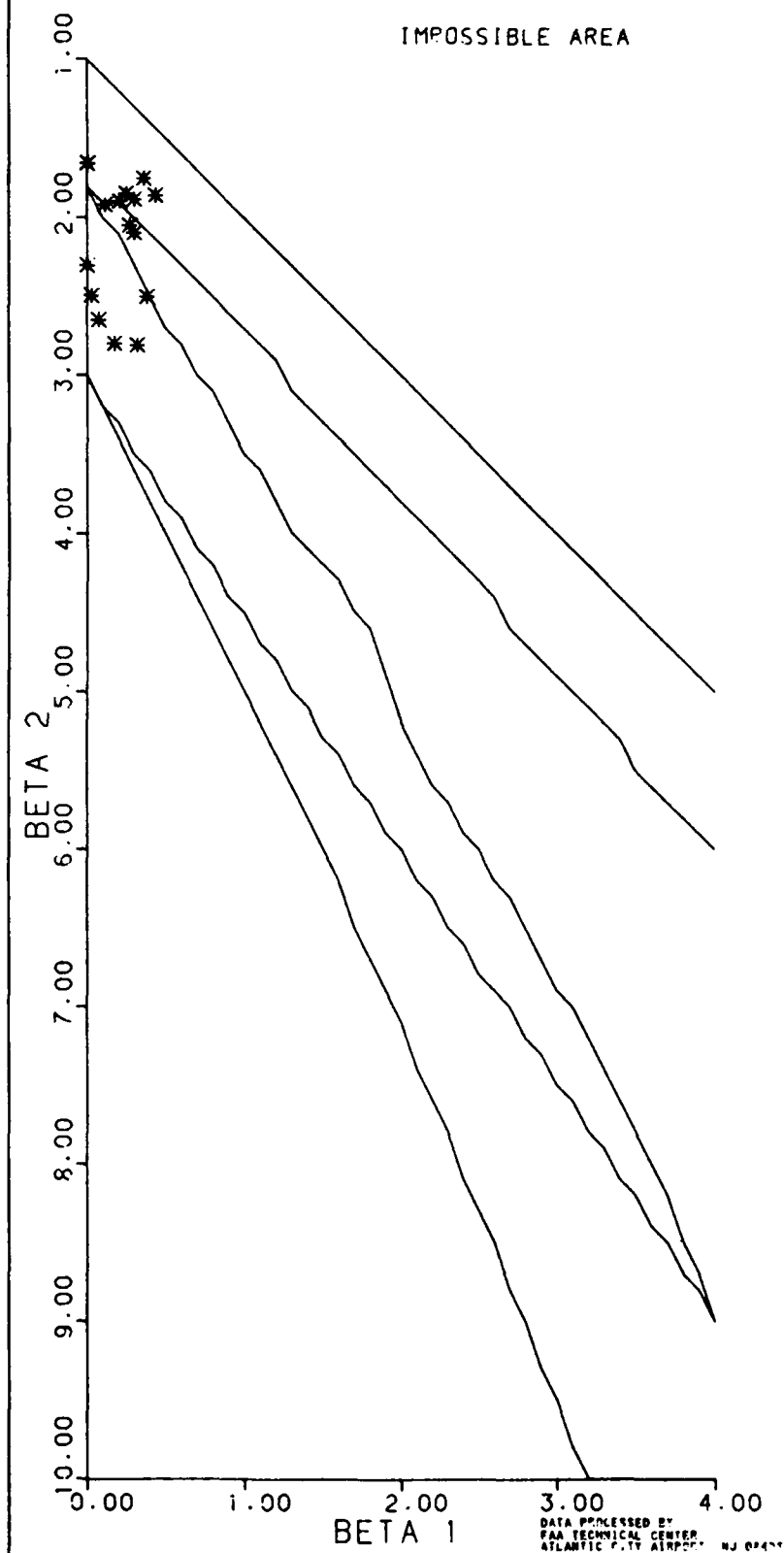




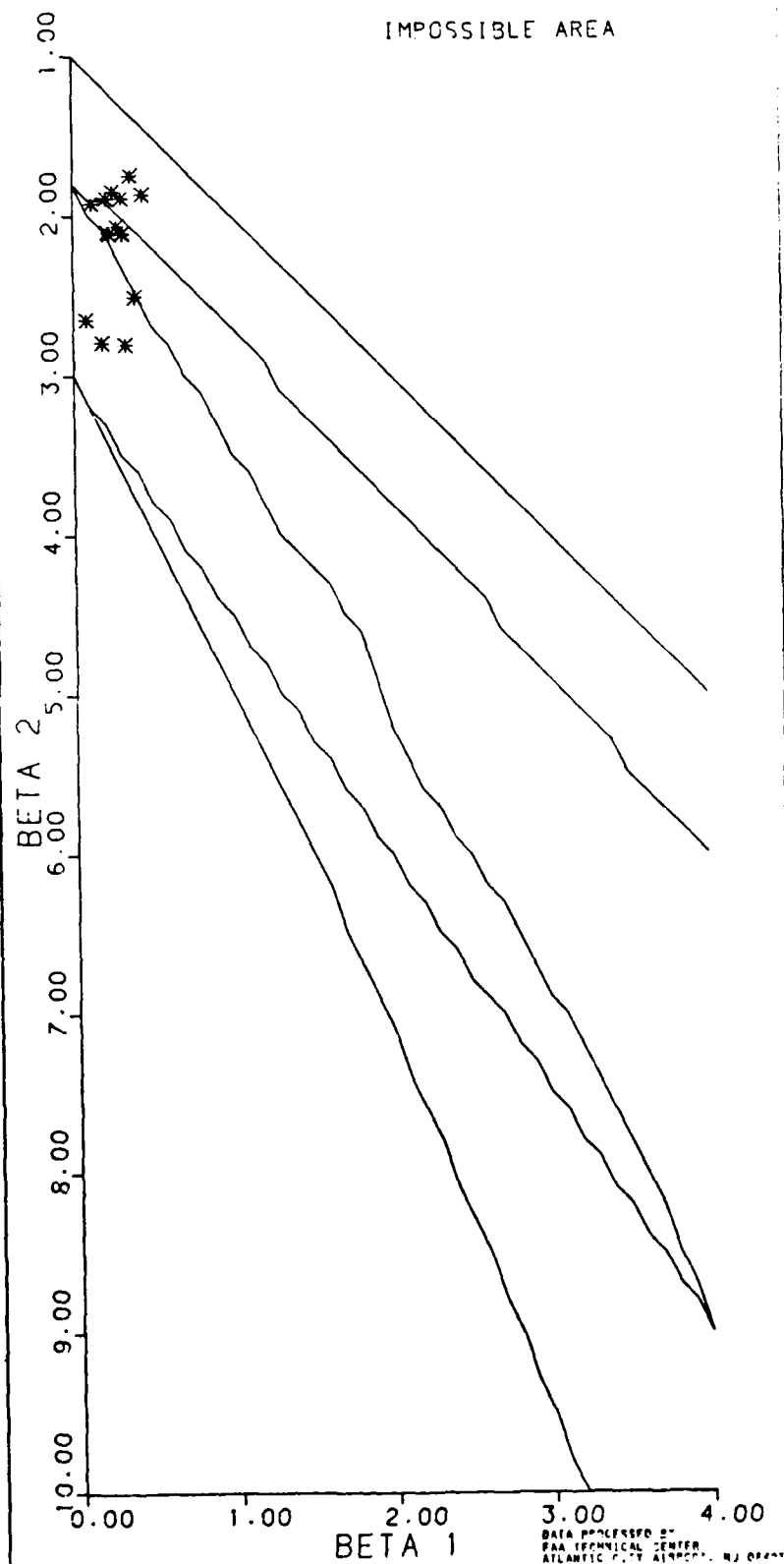
VMC DISTRIBUTION ANALYSIS -- OH5 ONLY  
 6.000 DEGREE CURVED APPROACHES  
 ANGULAR ERROR (DEG)



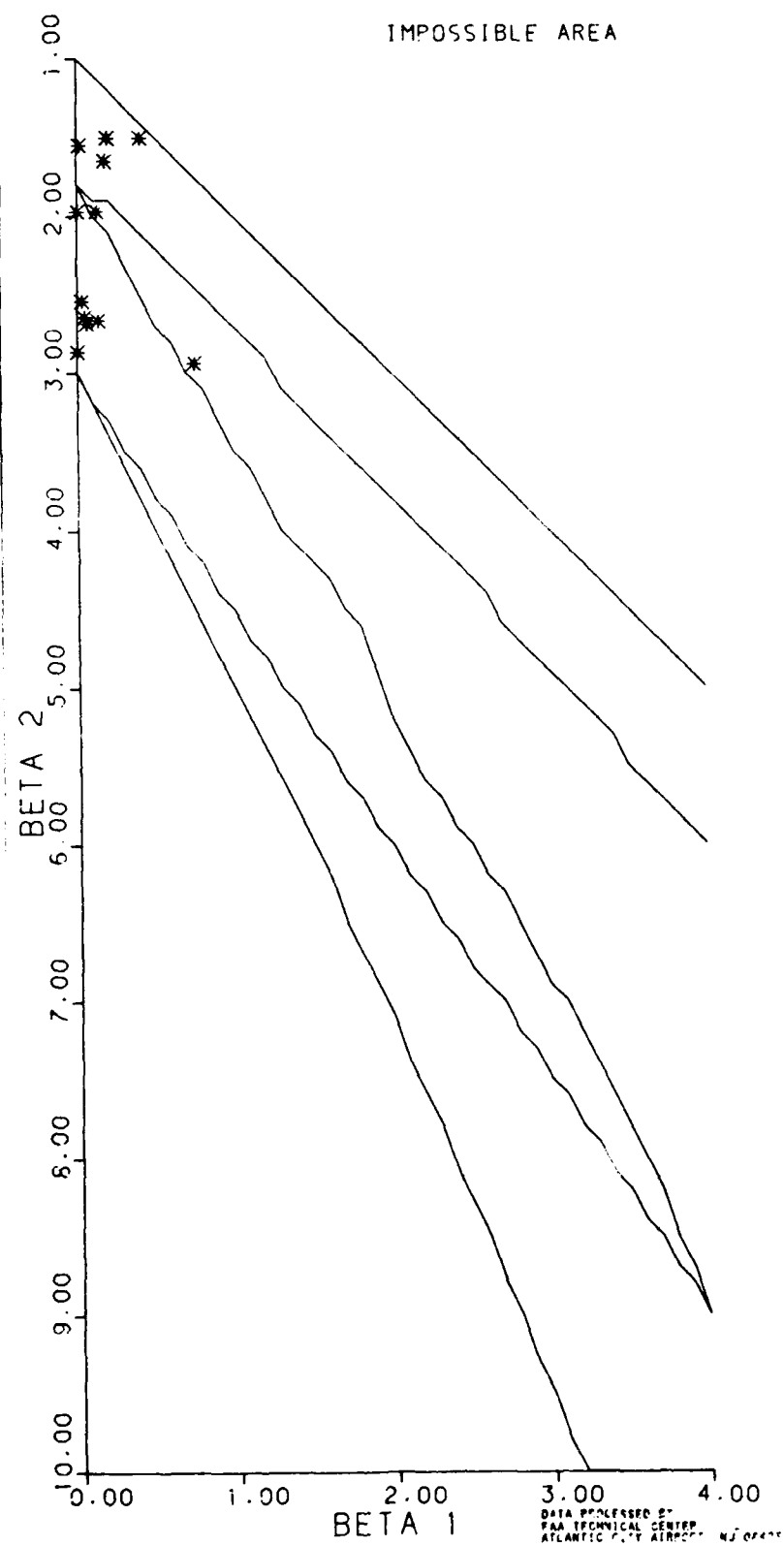
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 6.000 DEGREE CURVED APPROACHES  
 ALTITUDE ERROR (FT)



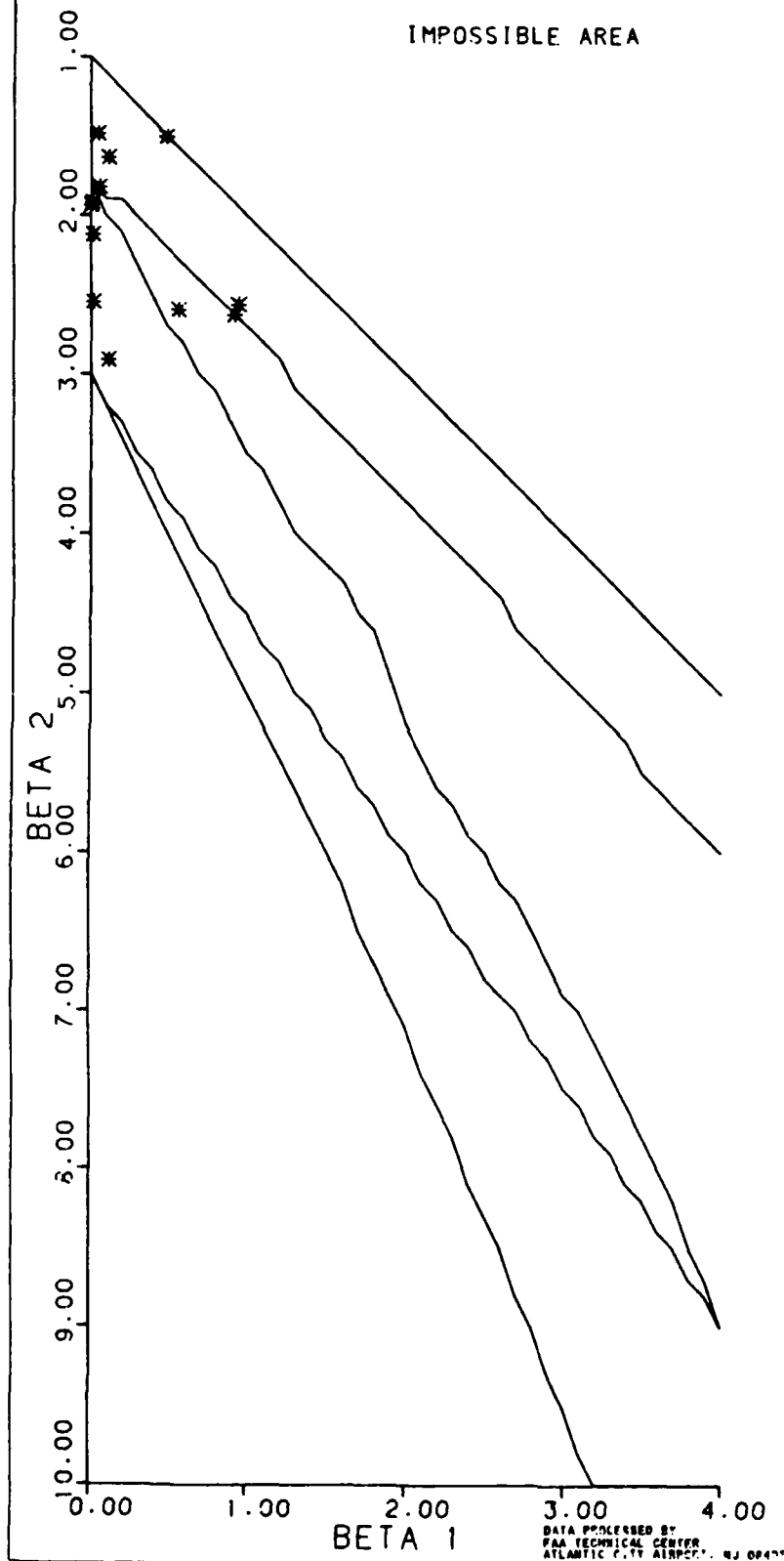
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 ANGULAR POSITION (DEG)



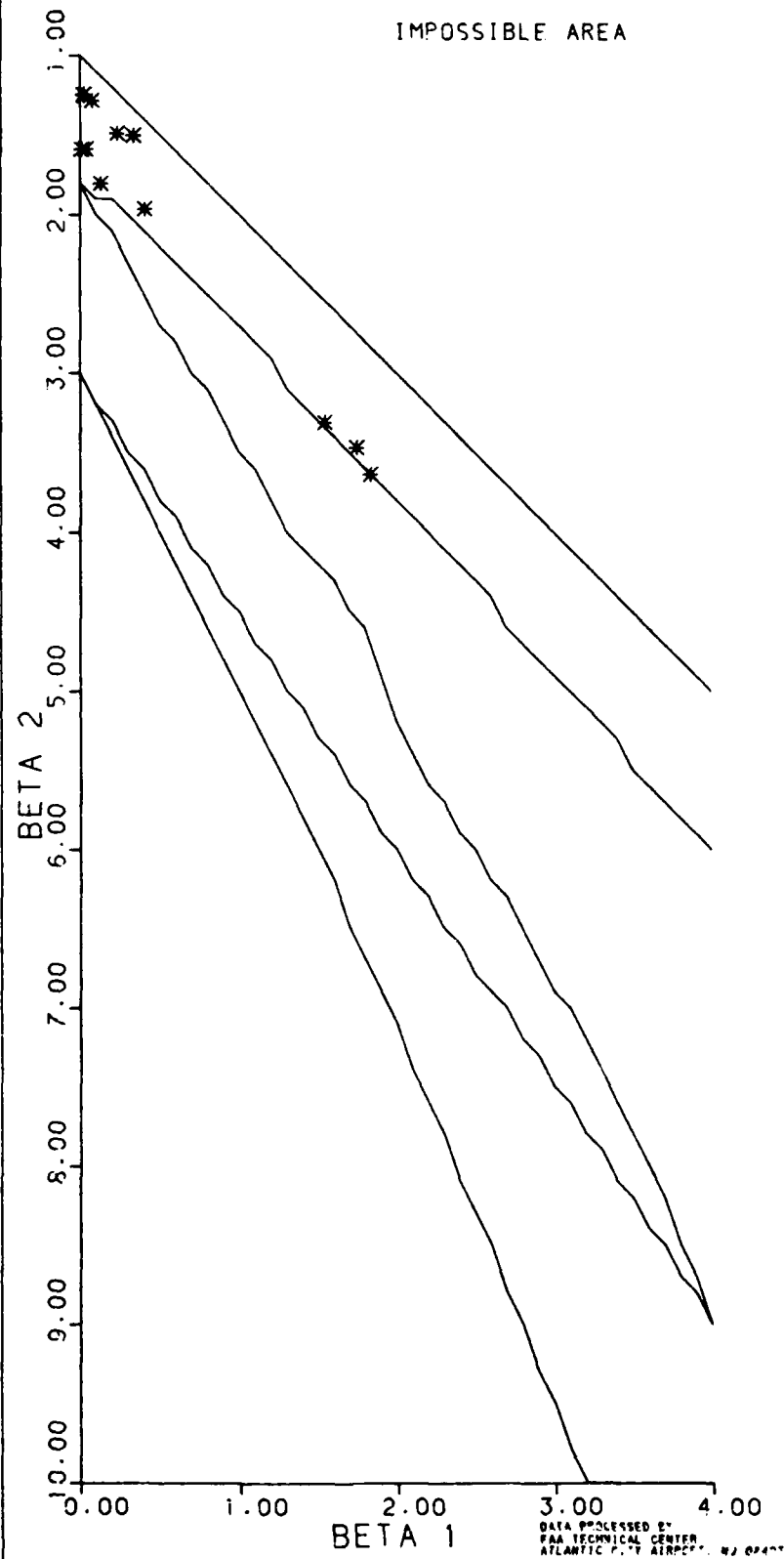
VMC DISTRIBUTION ANALYSIS -- OH5 ONLY  
 10.00 DEGREE CURVED APPROACHES  
 CROSSTRACK POSITION (FT)



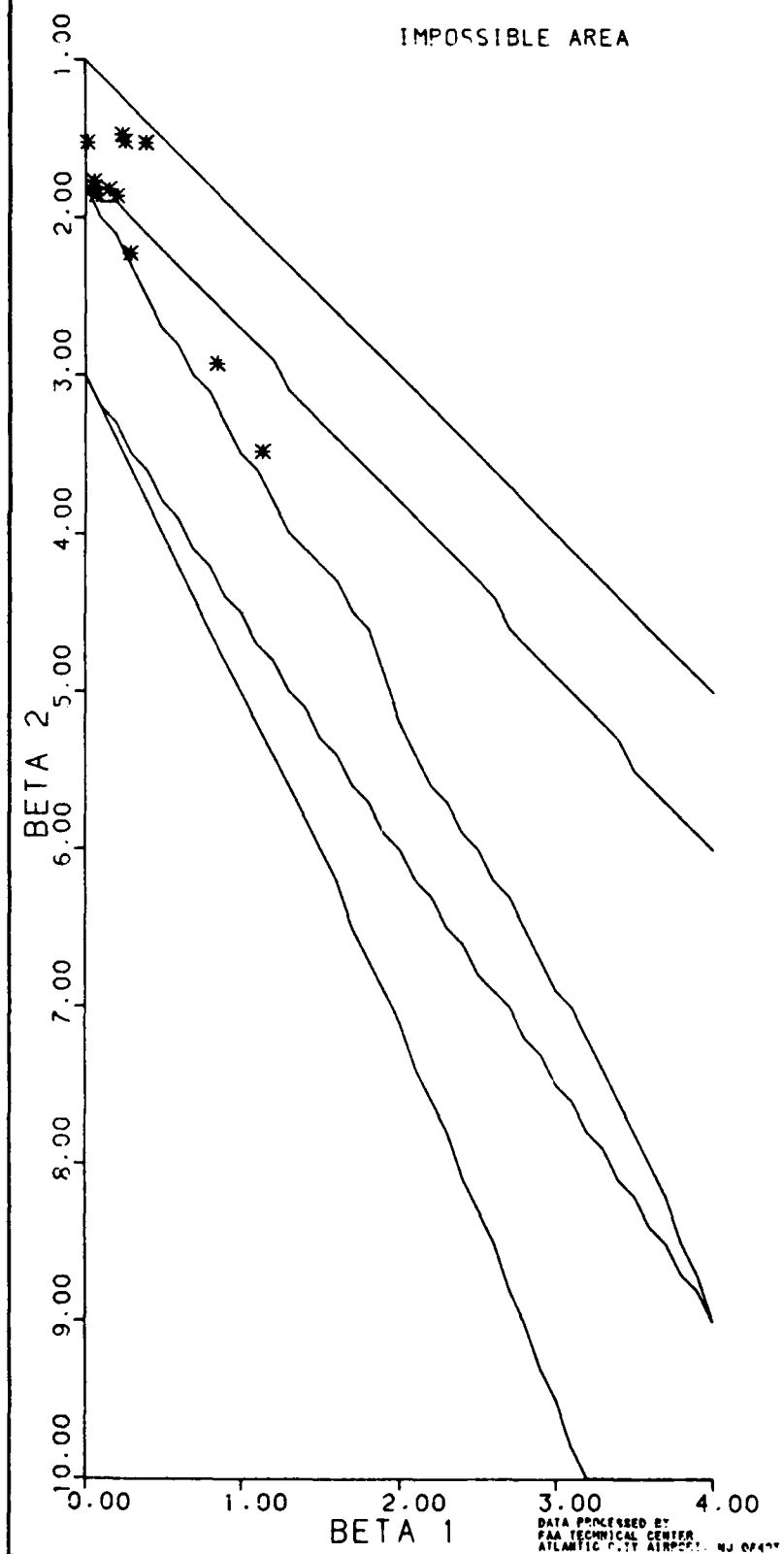
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 ALTITUDE (FT)



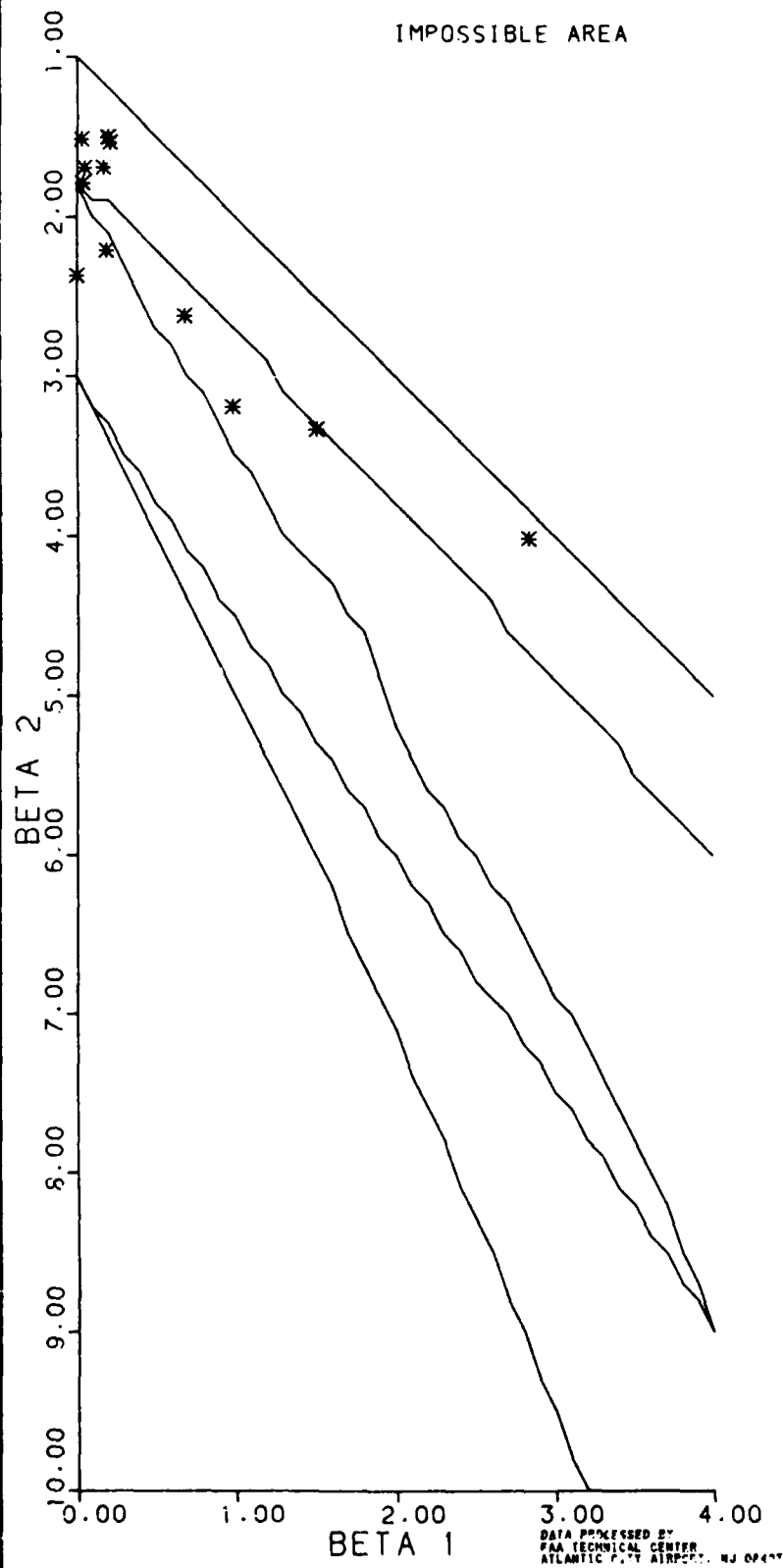
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 10.00 DEGREE CURVED APPROACHES  
 CROSSTRACK VELOCITY (FPM)



VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 10.00 DEGREE CURVED APPROACHES  
 ALONGTRACK VELOCITY (FPM)

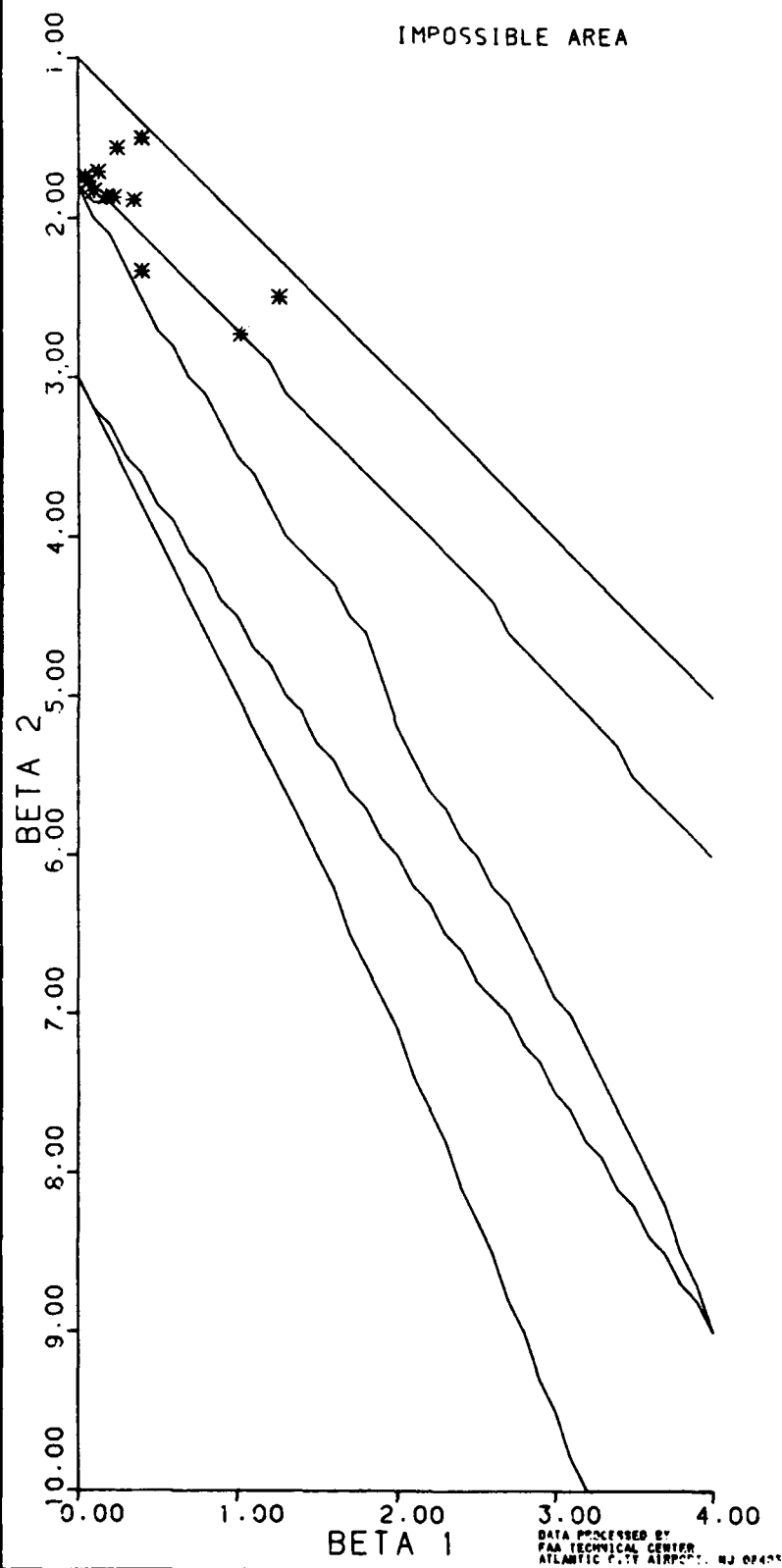


VMC DISTRIBUTION ANALYSIS -- OH5 ONLY  
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 VERTICAL VELOCITY (FPM)

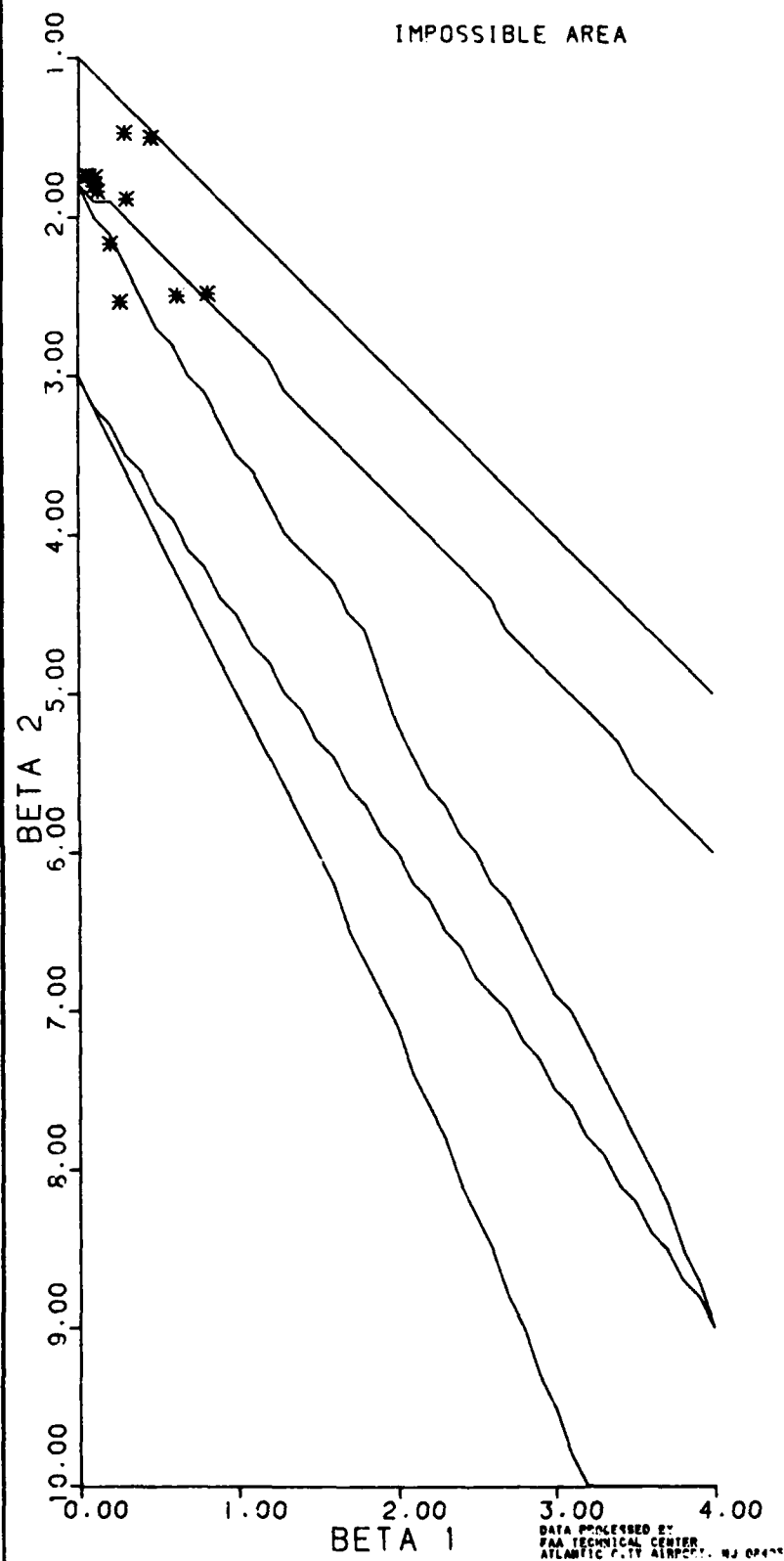




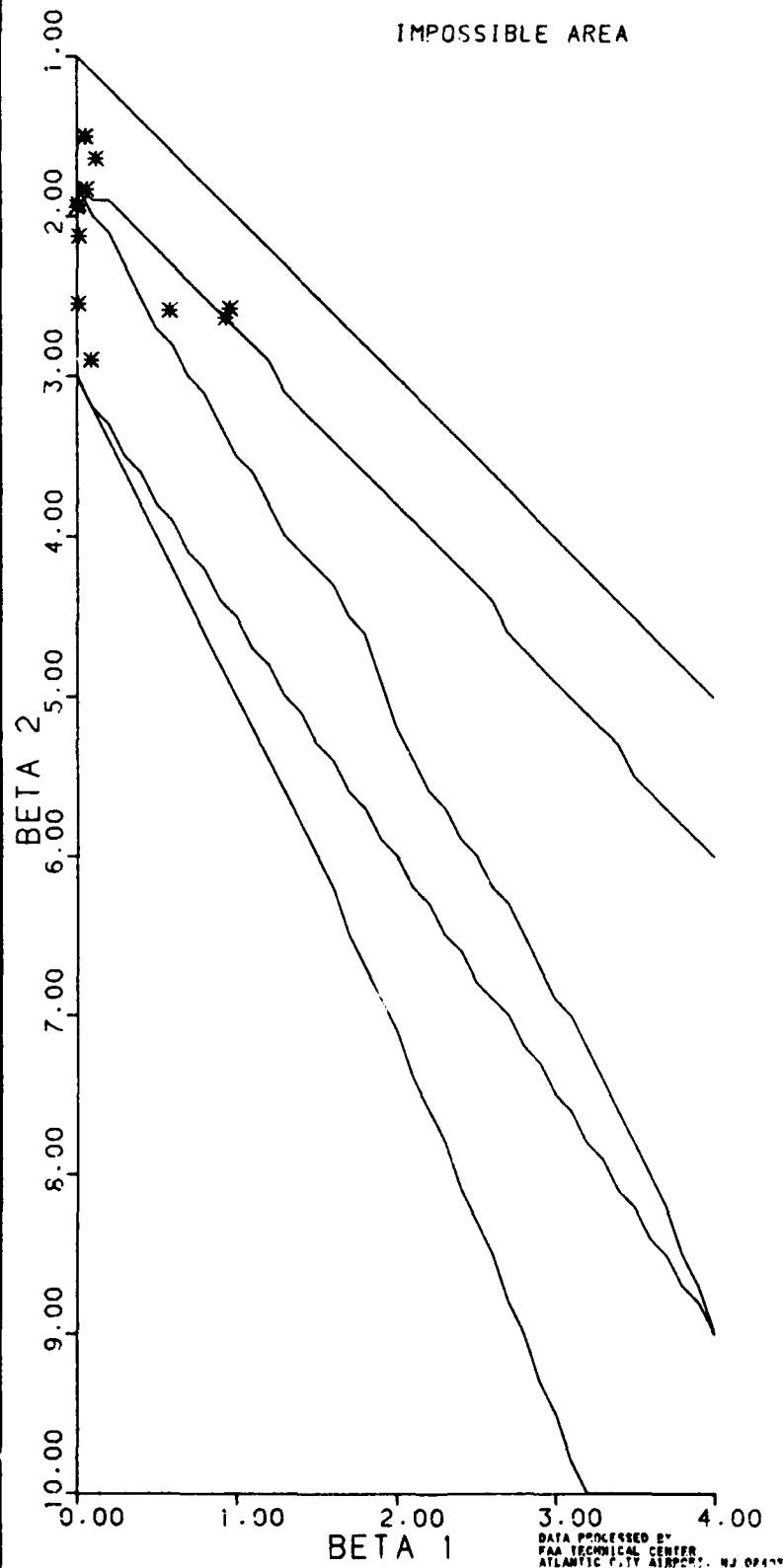
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GROUNDSPEED (KNOTS)



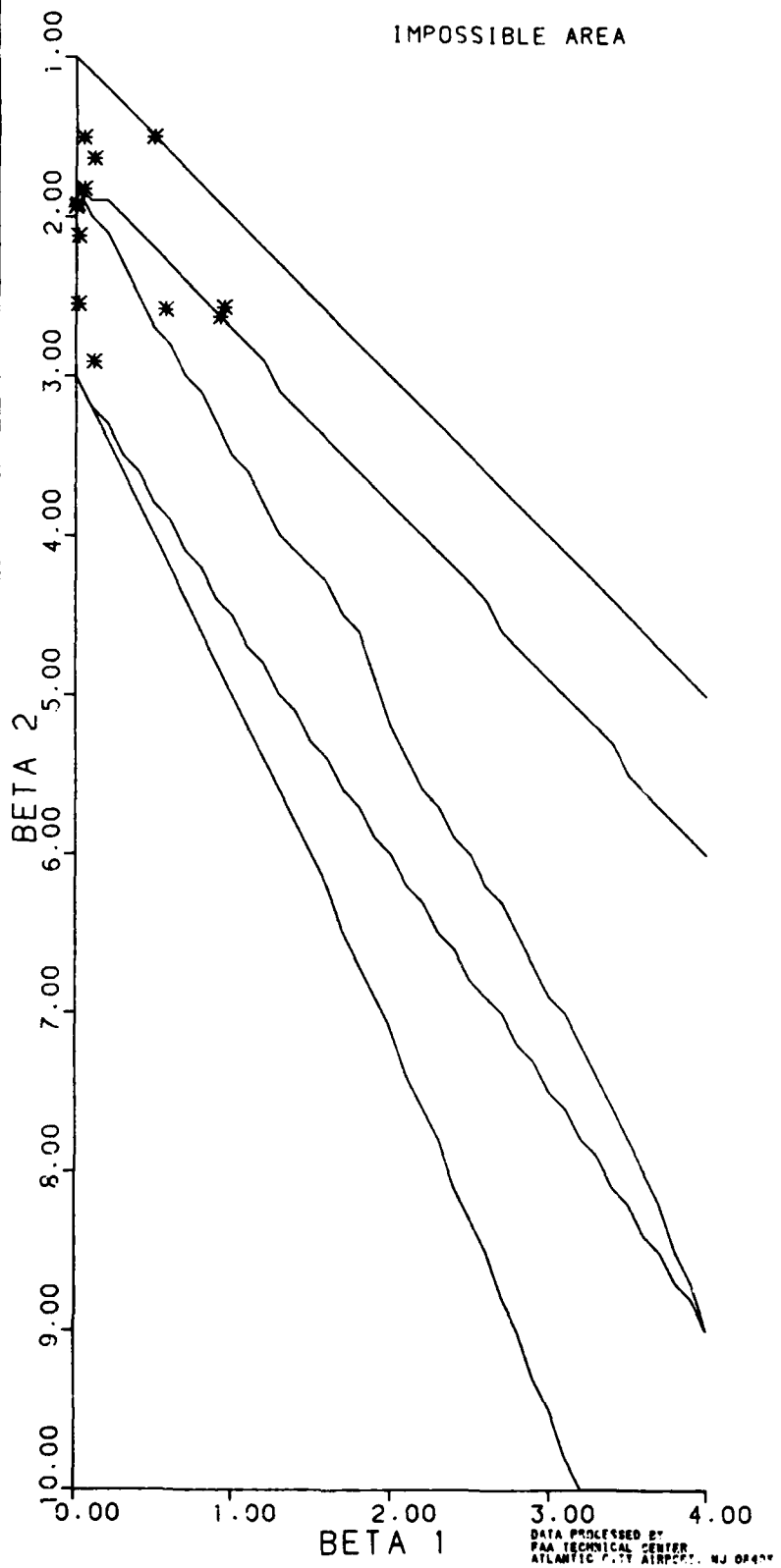
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 ALONGPATH SPEED (KNOTS)



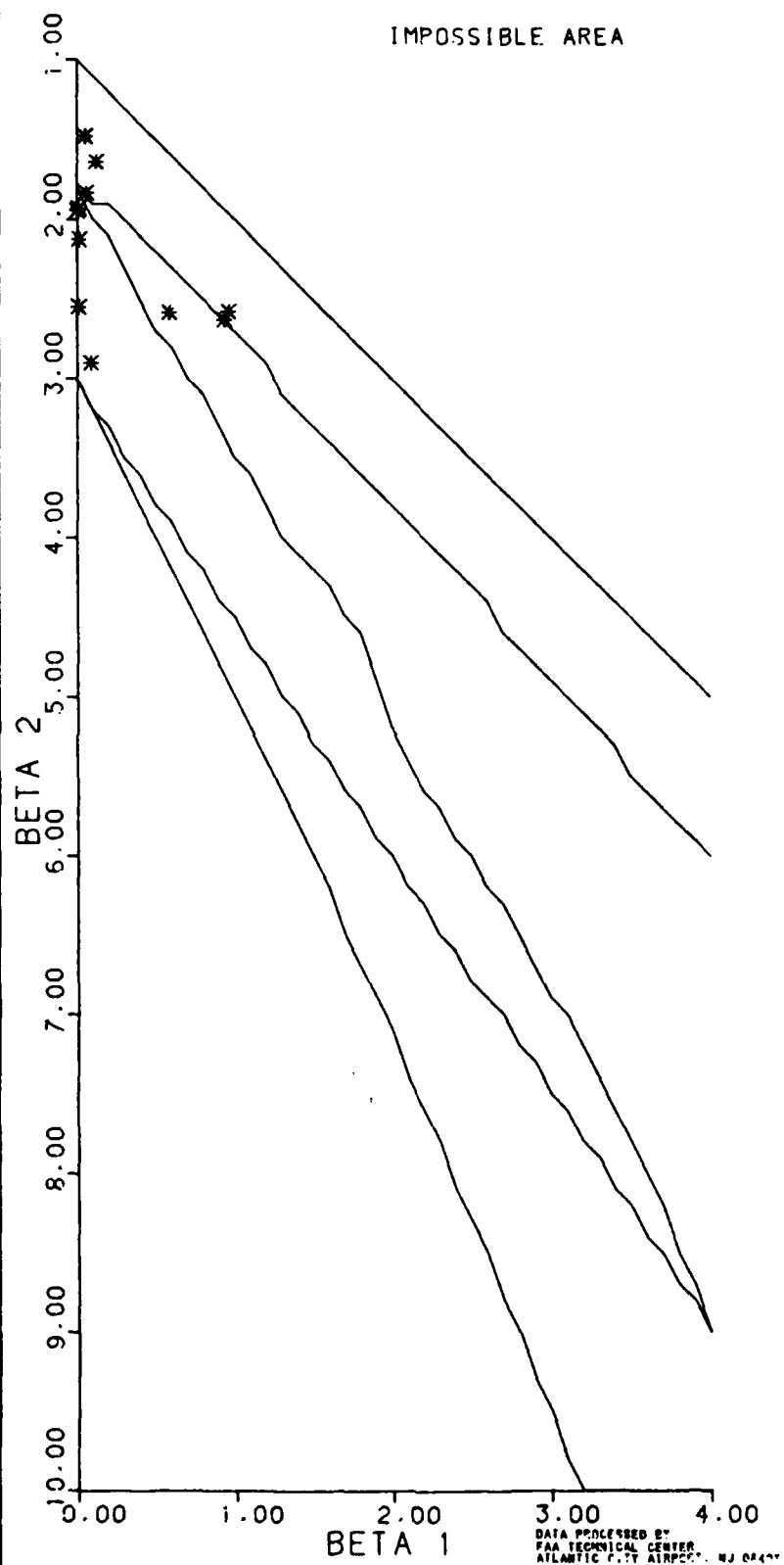
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 ANGULAR ERROR (DEG)



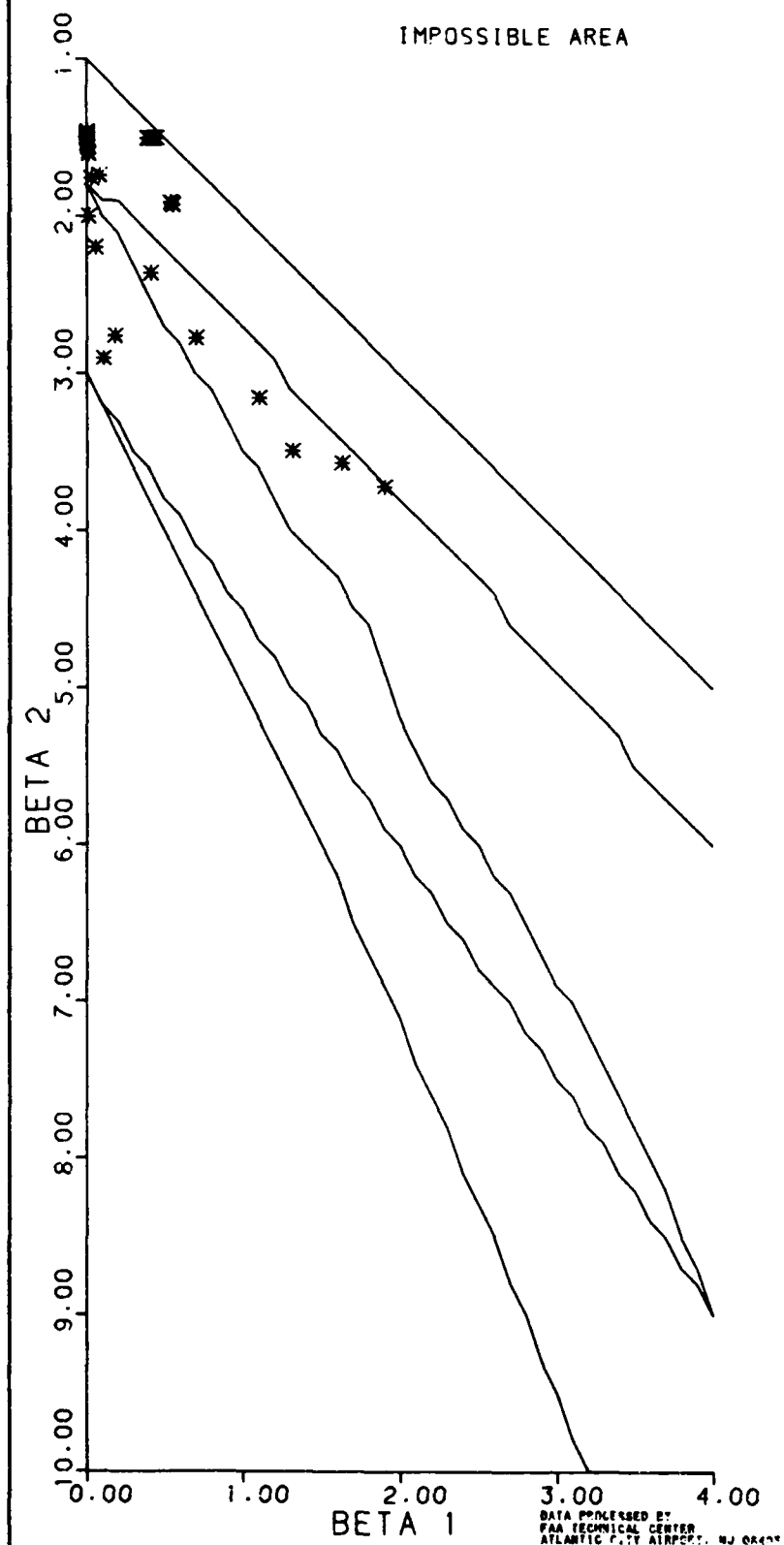
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 ALTITUDE ERROR (FT)



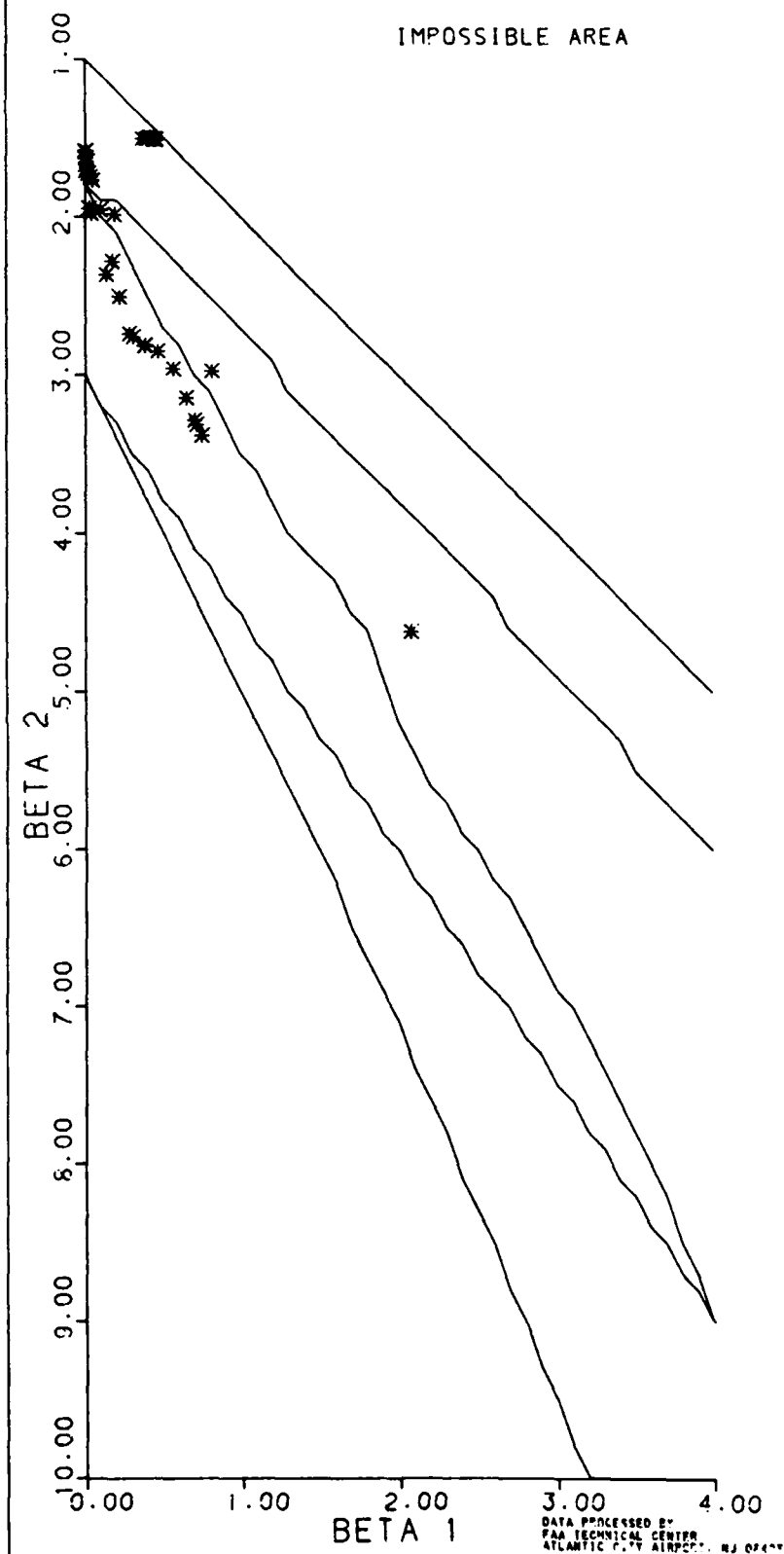
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ANGULAR POSITION (DEG)



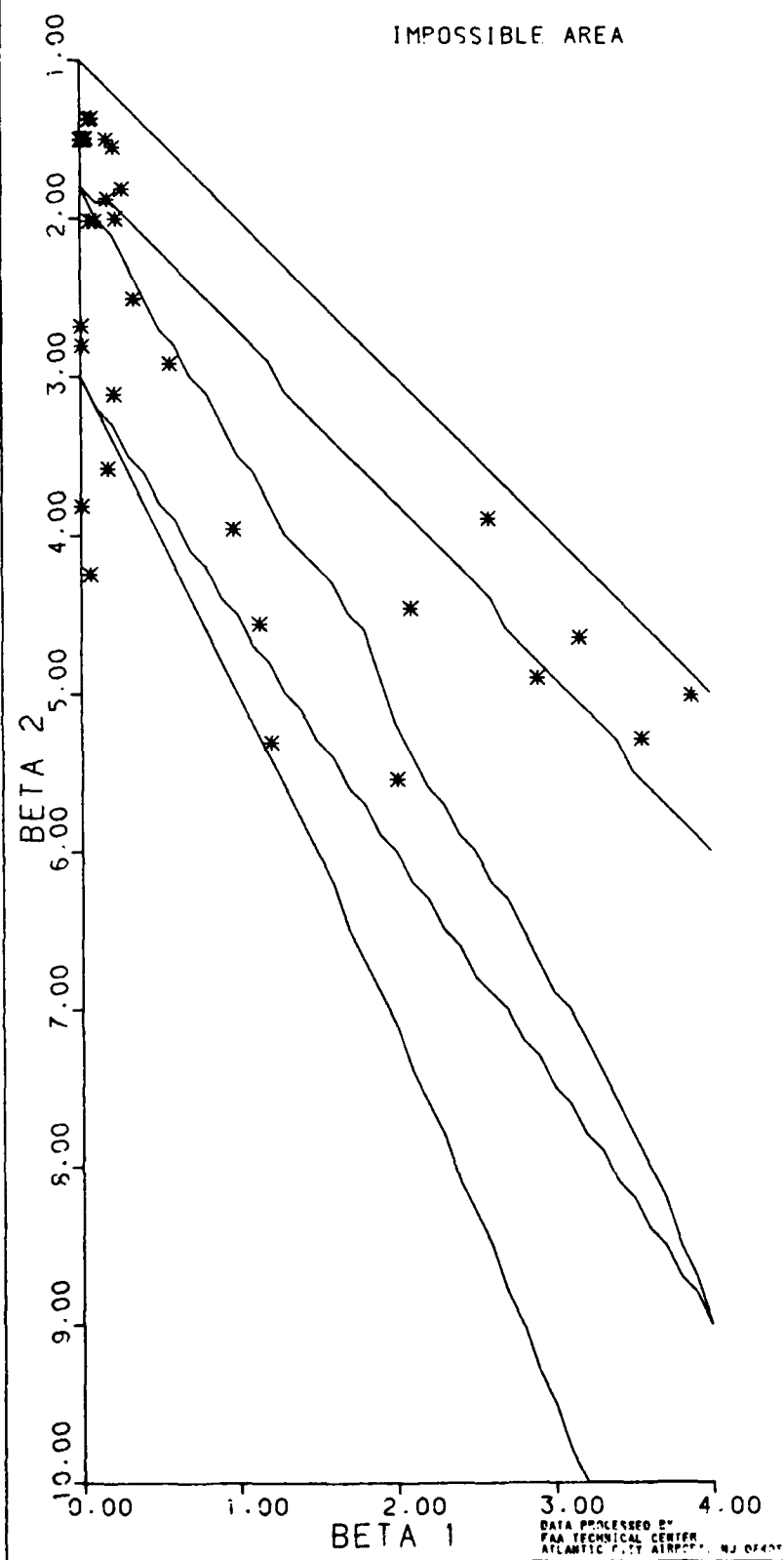
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 7.125 DEGREE STRAIGHT OUT DEPARTURES  
 CROSSTRACK POSITION (FT)



VMC DISTRIBUTION ANALYSIS -- OH5 ONLY  
 7.125 DEGREE STRAIGHT OUT DEPARTURES  
 ALTITUDE (FT)

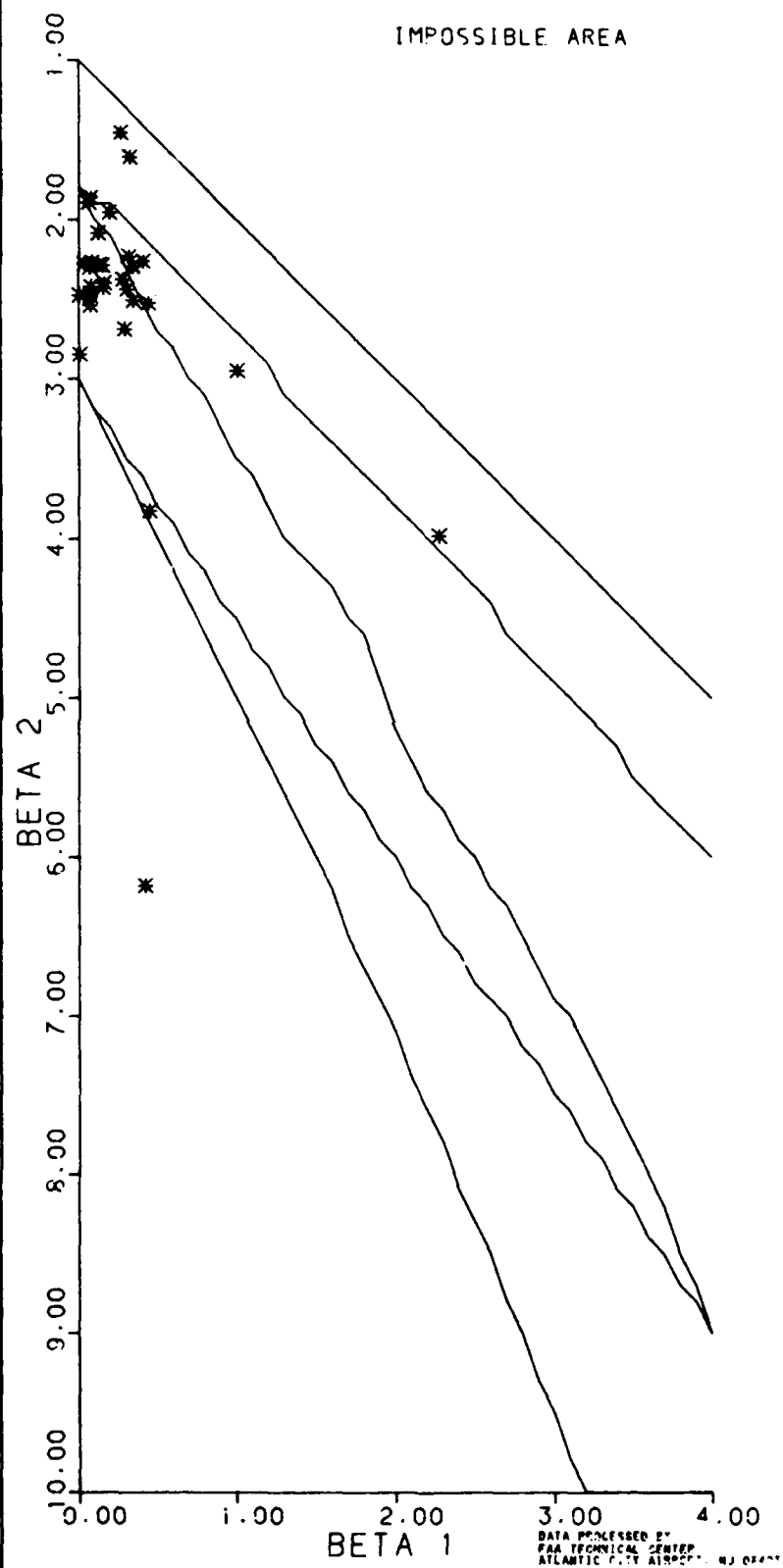


VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 7.125 DEGREE STRAIGHT OUT DEPARTURES  
 CROSSTRACK VELOCITY (FPM)

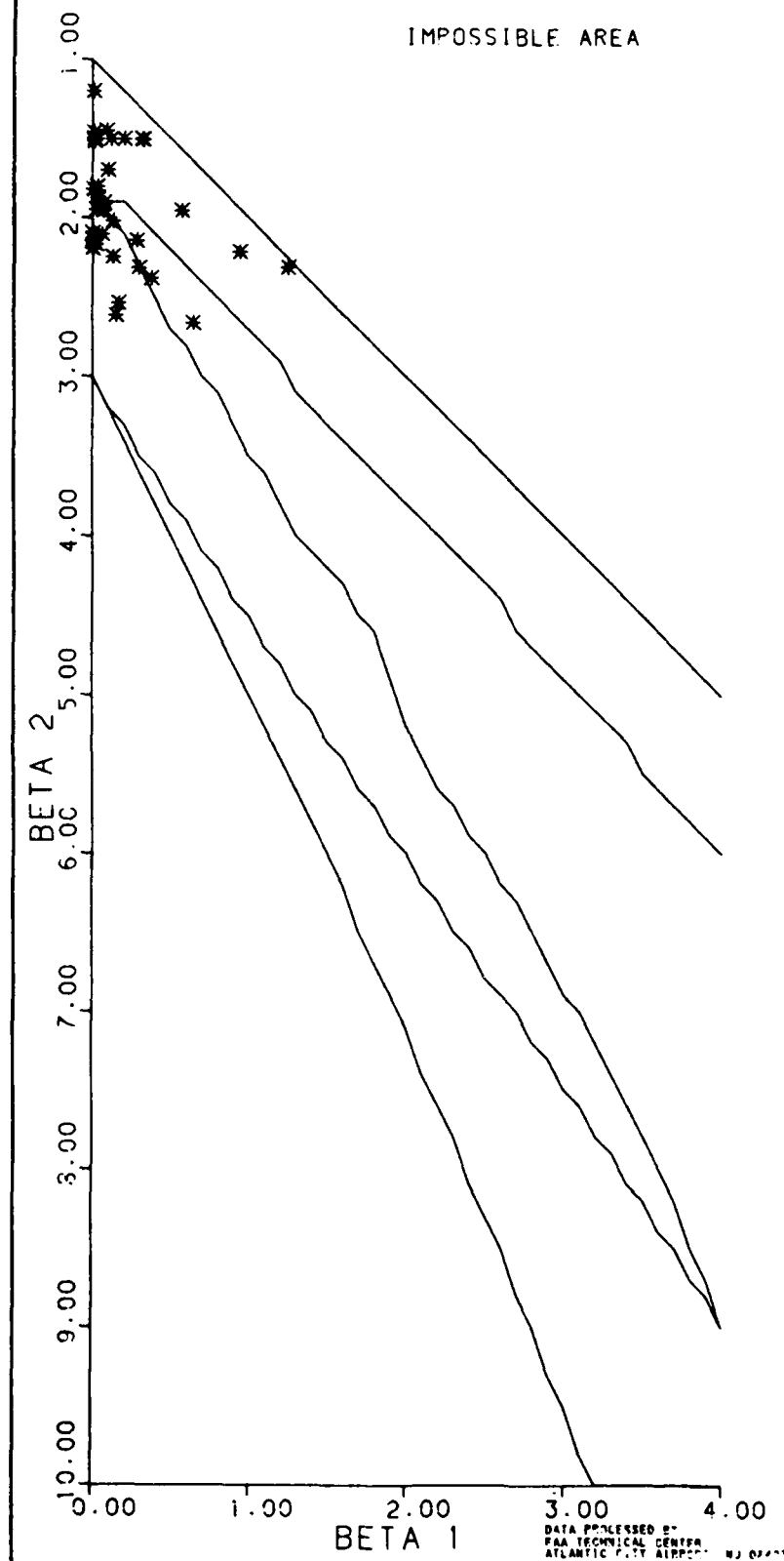




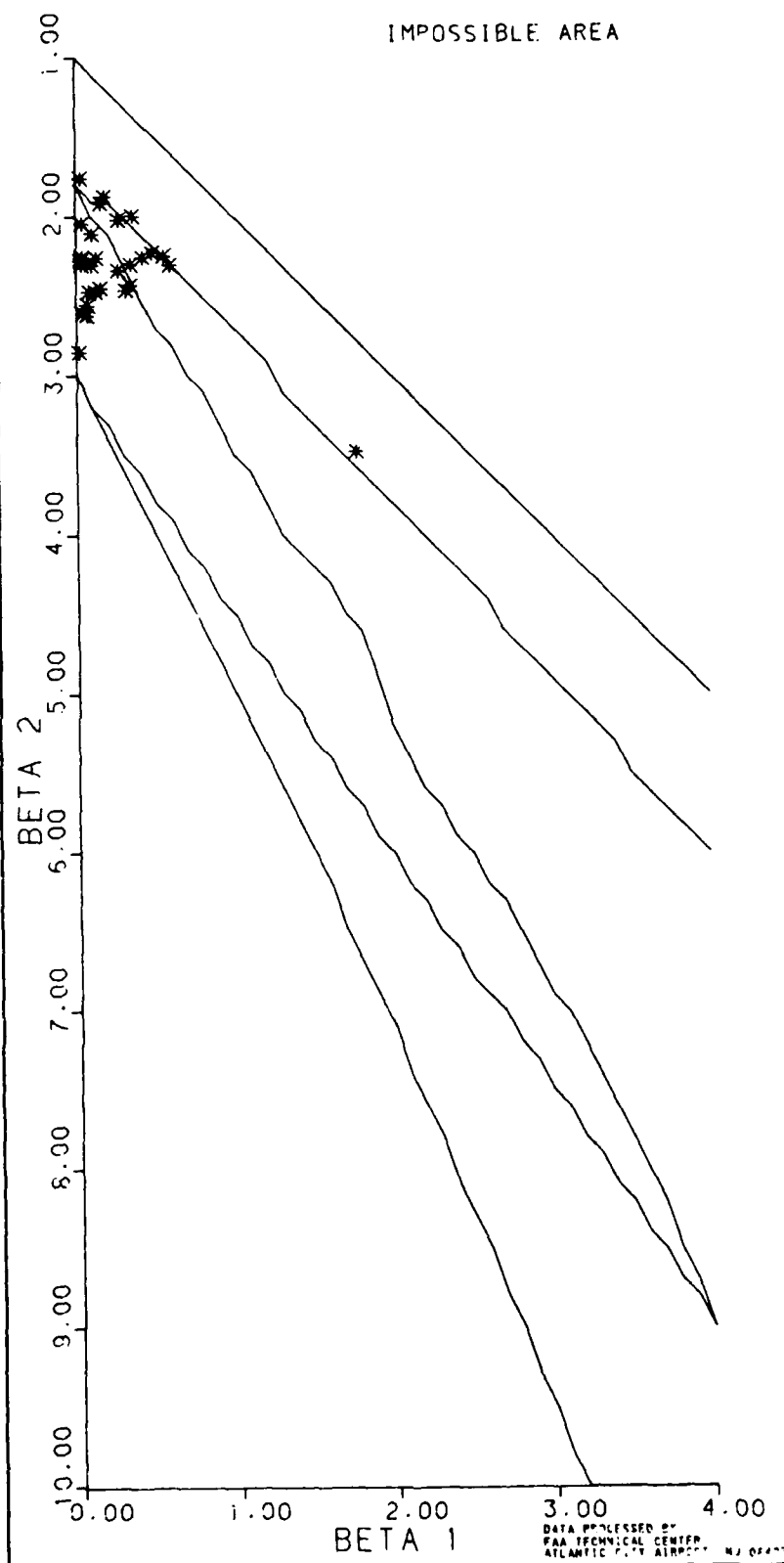
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 ALONGTRACK VELOCITY (FPM)



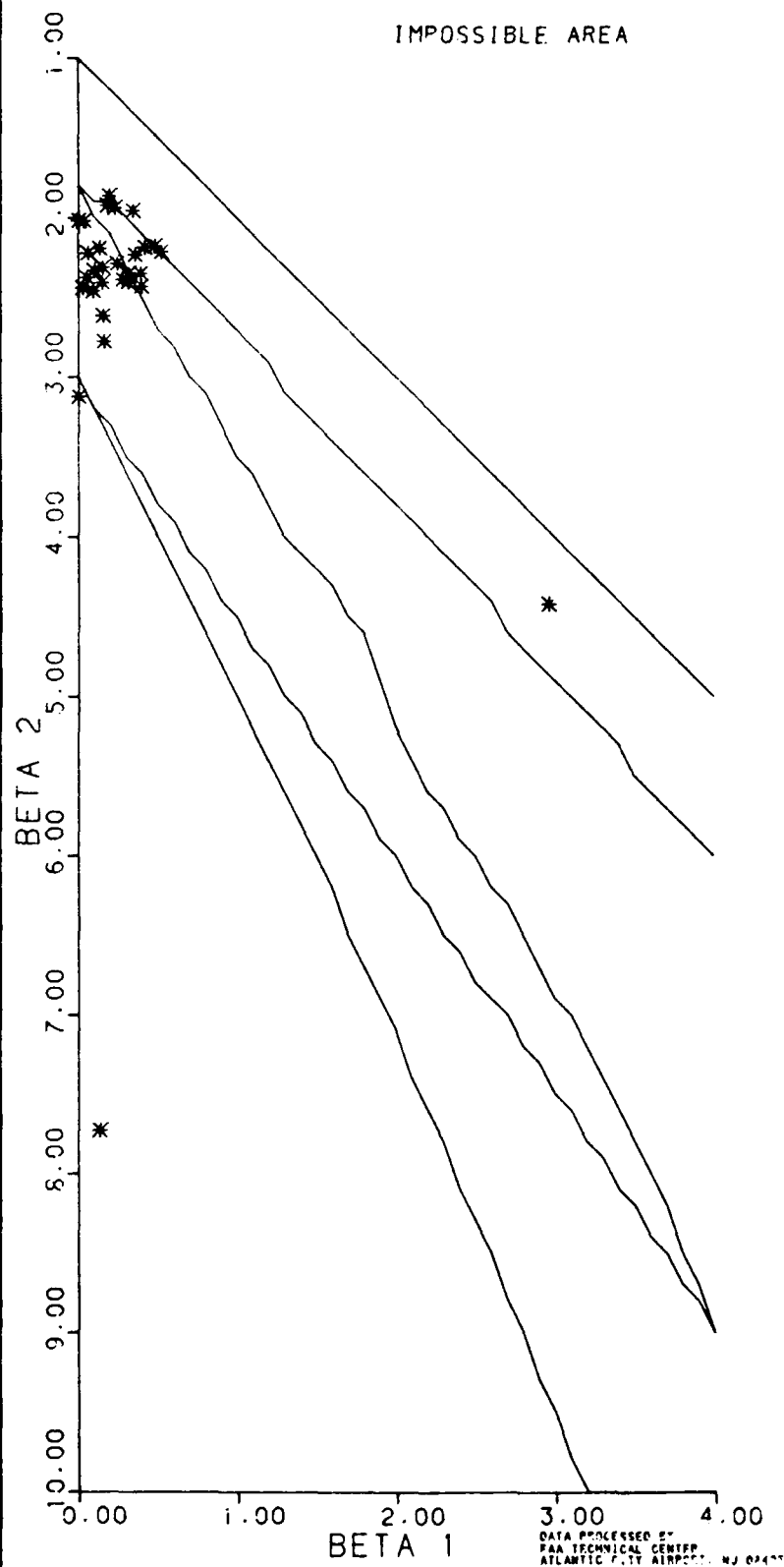
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 VERTICAL VELOCITY (FPM)



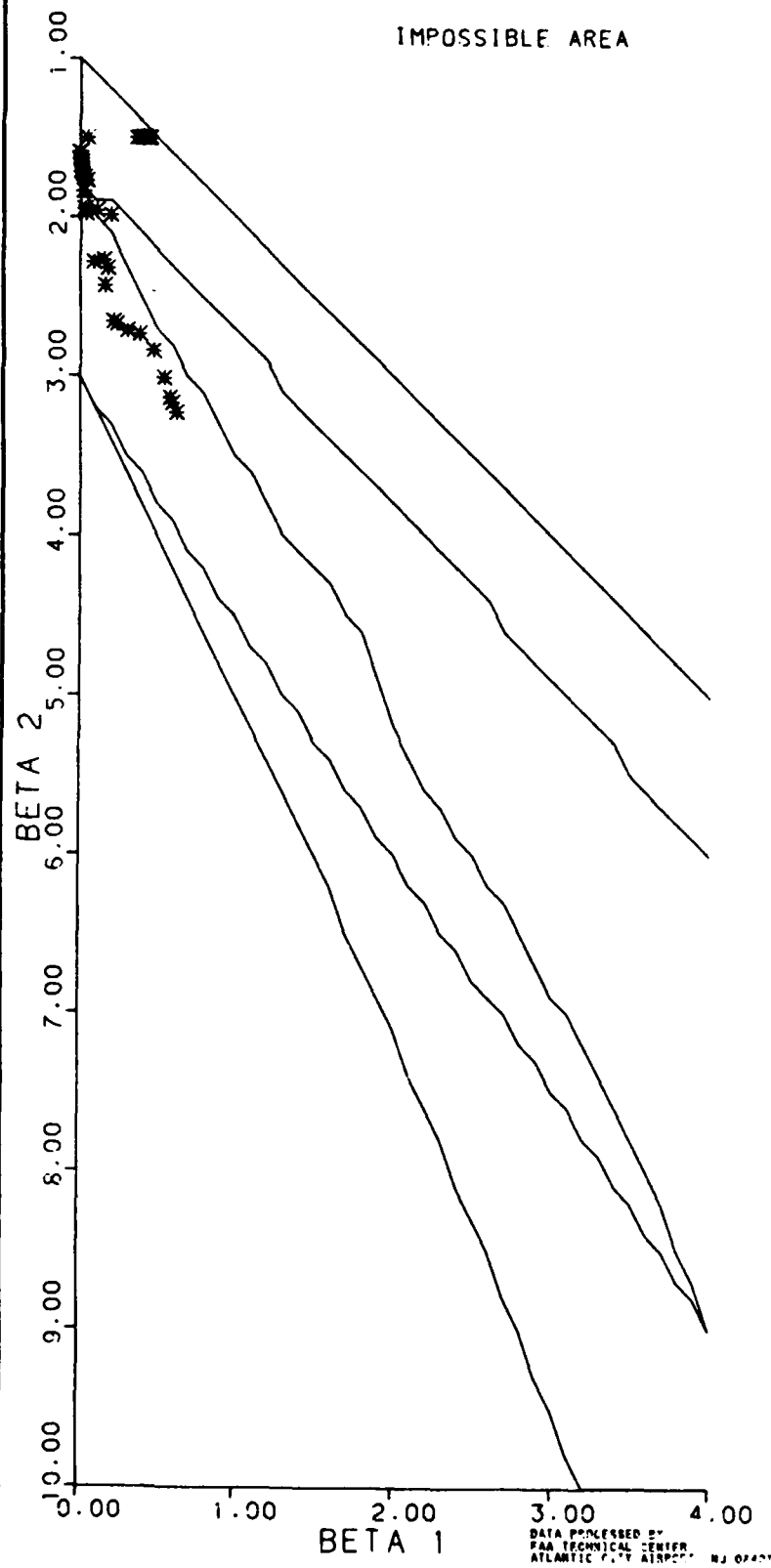
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 7.125 DEGREE STRAIGHT OUT DEPARTURES  
 GROUND SPEED (KNOTS)



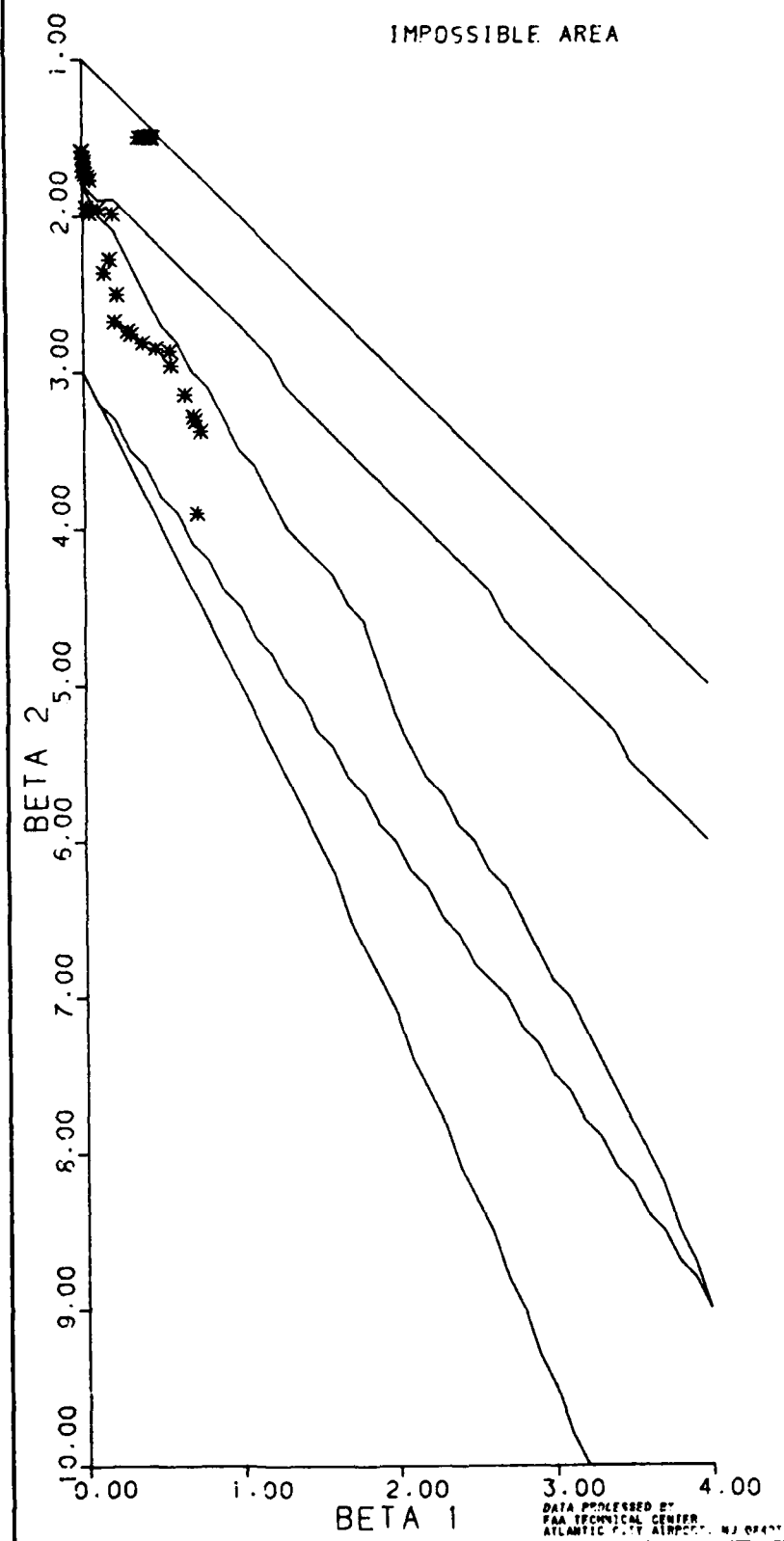
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 ALONGPATH SPEED (KNOTS)



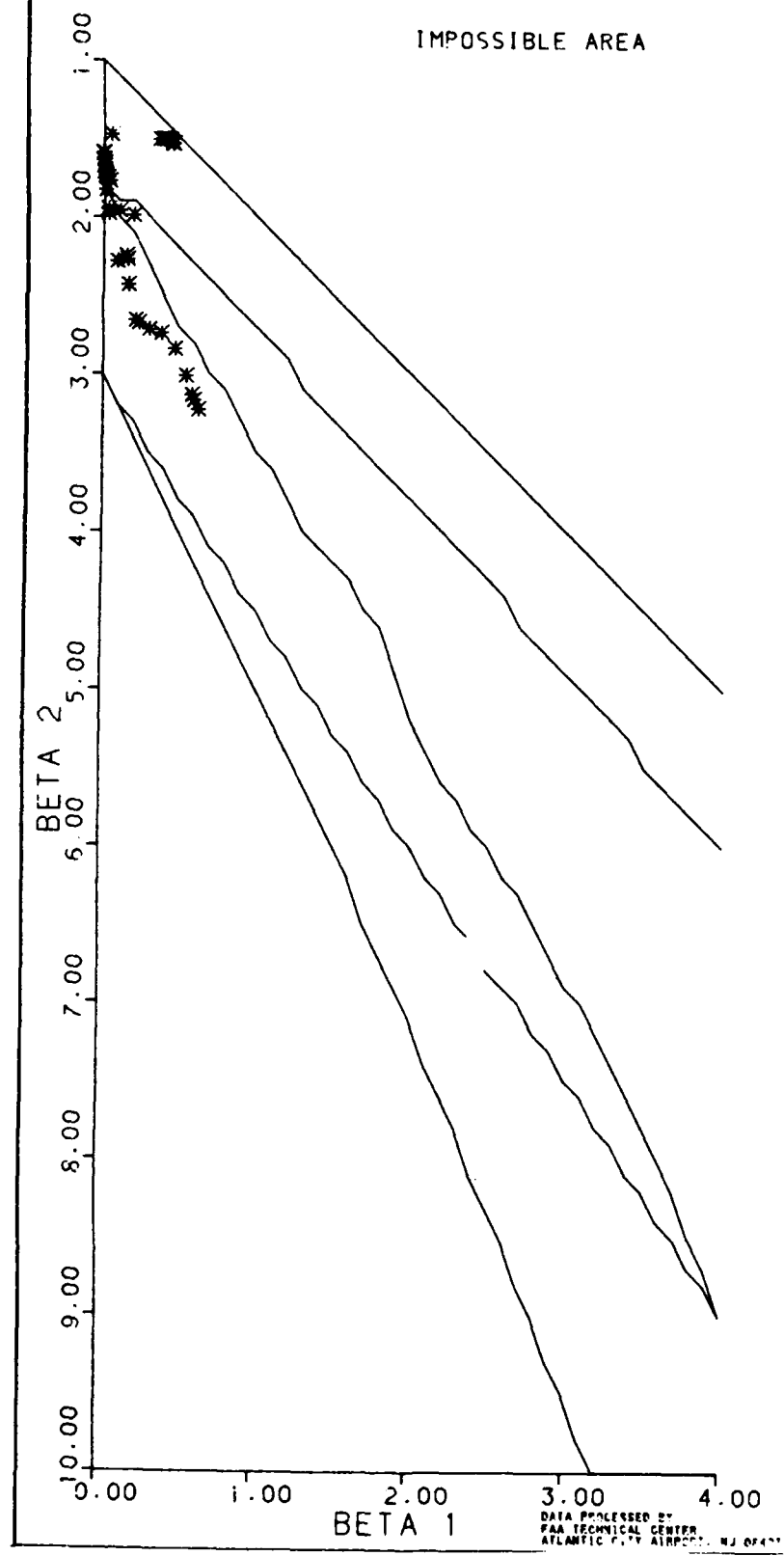
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 ANGULAR ERROR (DEG)



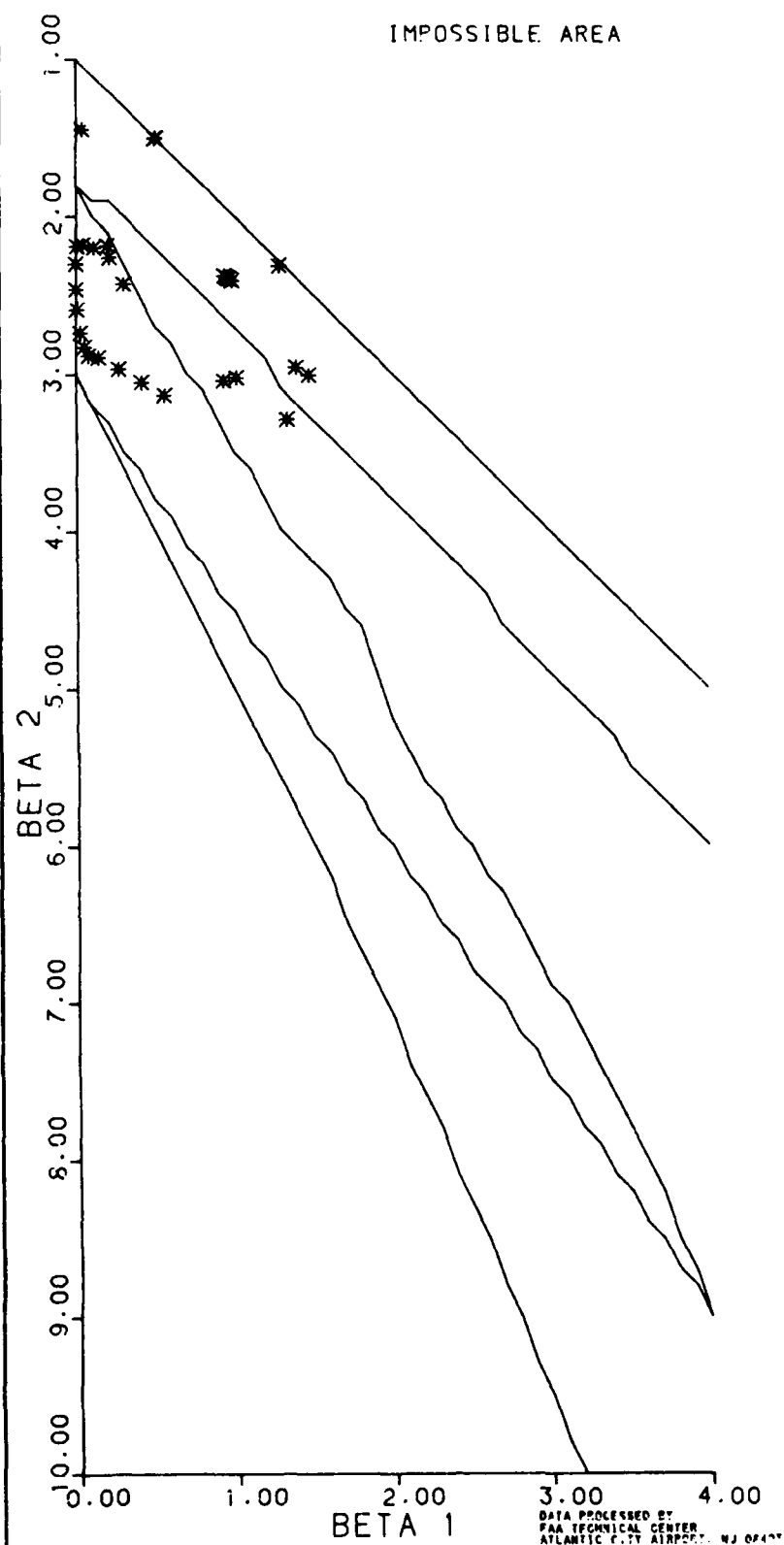
VMC DISTRIBUTION ANALYSIS -- OH5 ONLY  
 7.125 DEGREE STRAIGHT OUT DEPARTURES  
 ALTITUDE ERROR (FT)



VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
7.125 DEGREE STRAIGHT OUT DEPARTURES  
ANGULAR POSITION (DEG)

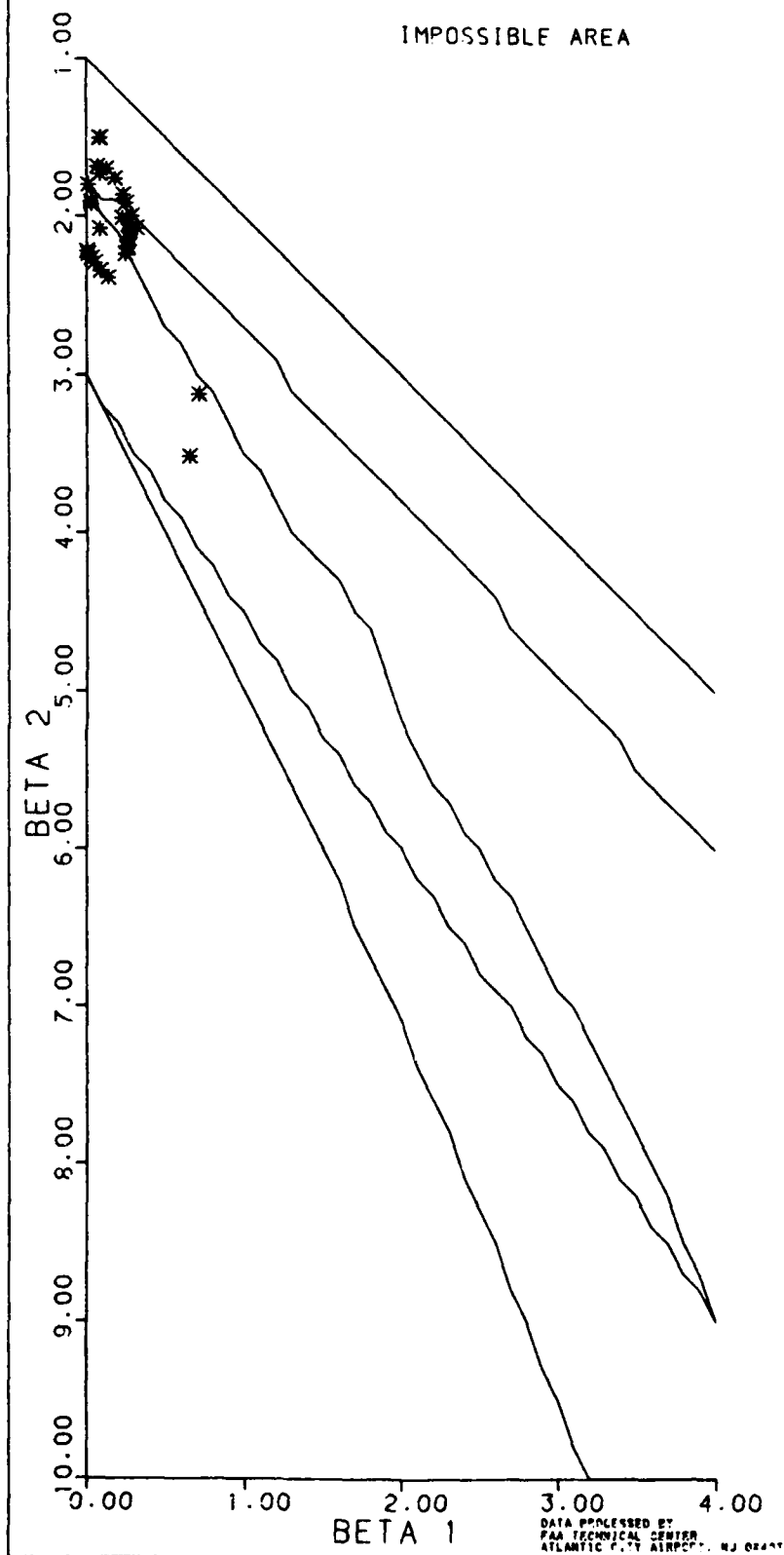


VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 10.00 DEGREE STRAIGHT OUT DEPARTURES  
 CROSSTRACK POSITION (FT)

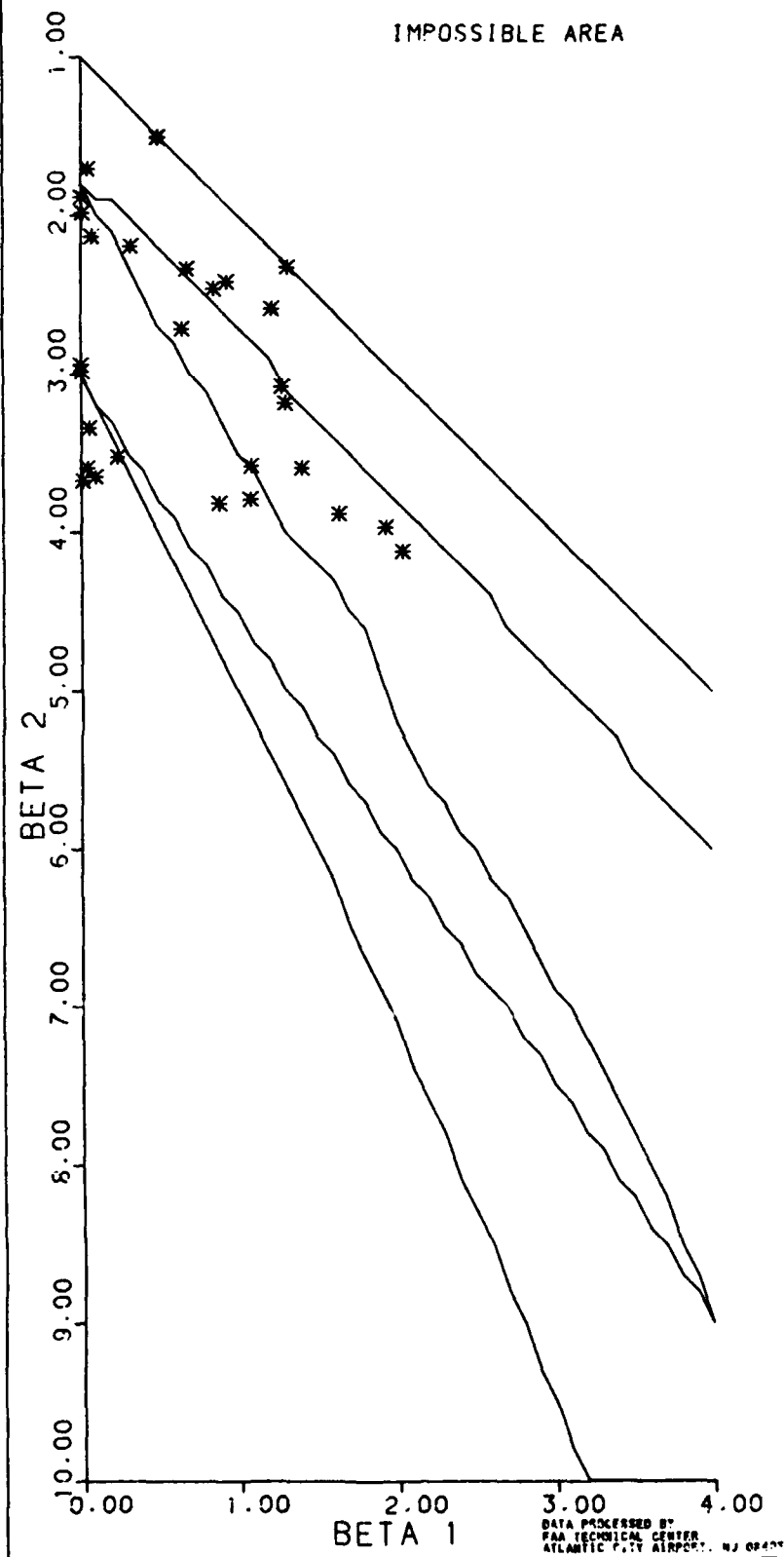




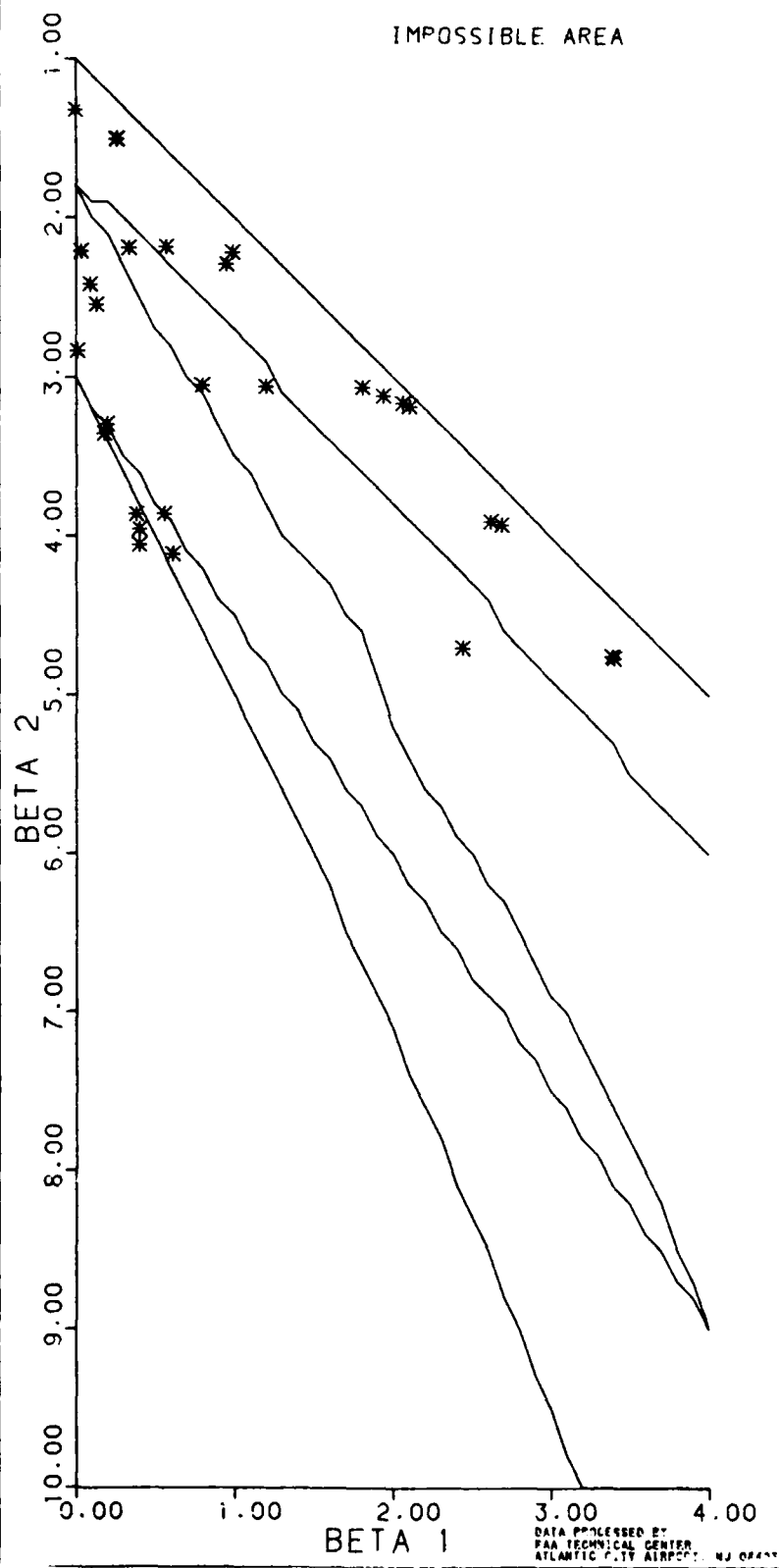
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 ALTITUDE (FT)



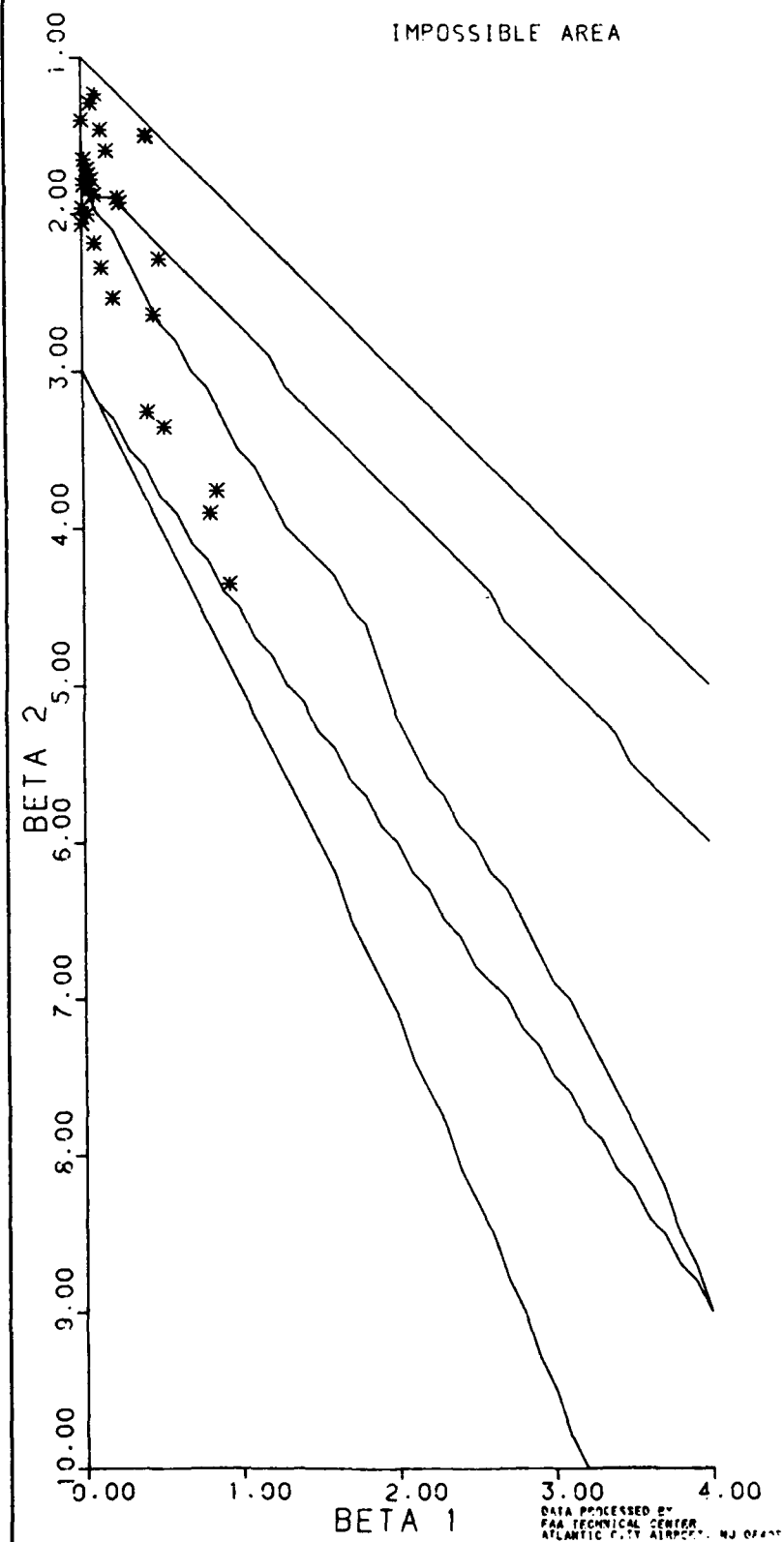
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 CROSSTRACK VELOCITY (FPM)



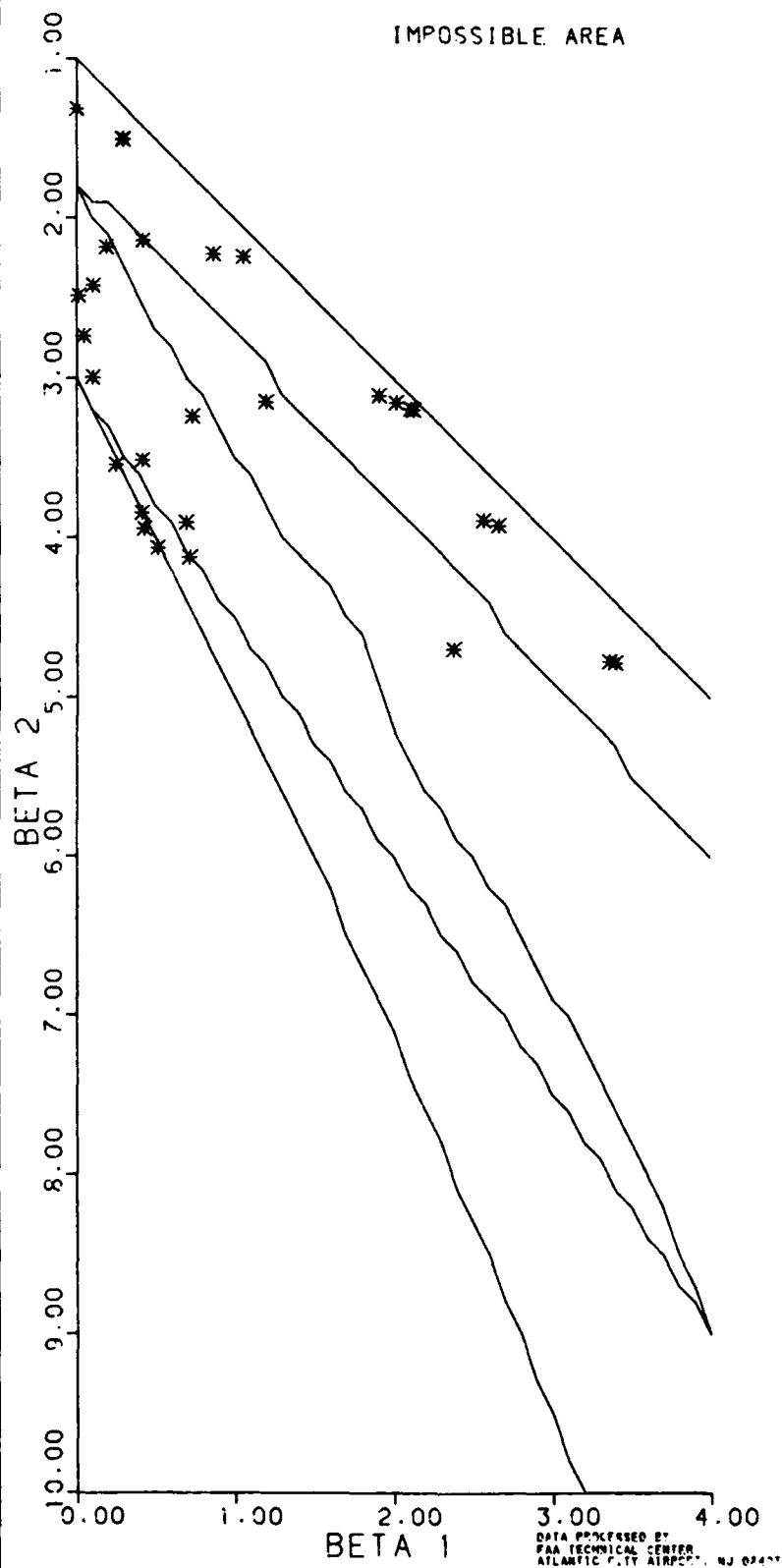
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 ALONGTRACK VELOCITY (FPM)



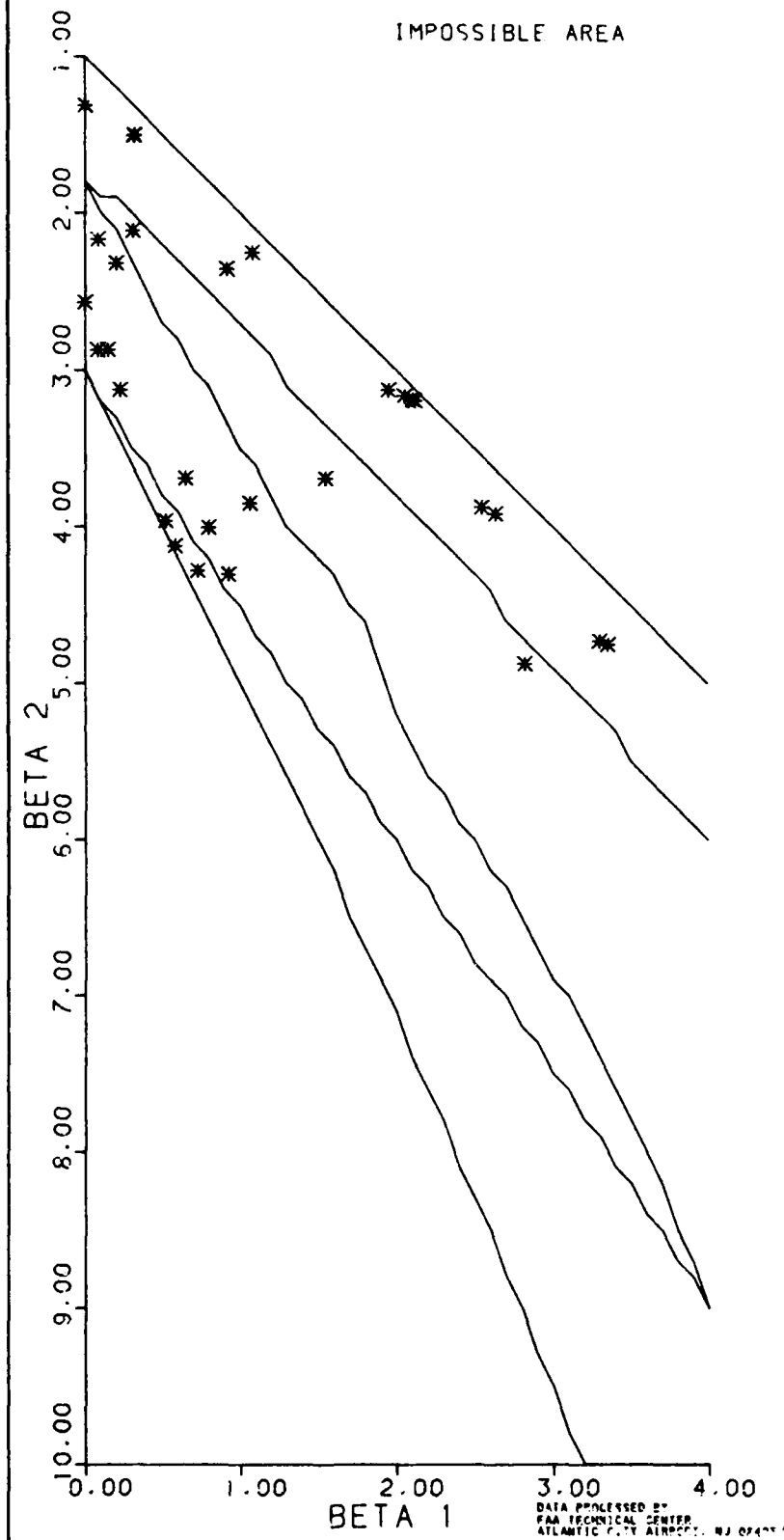
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 VERTICAL VELOCITY (FPM)



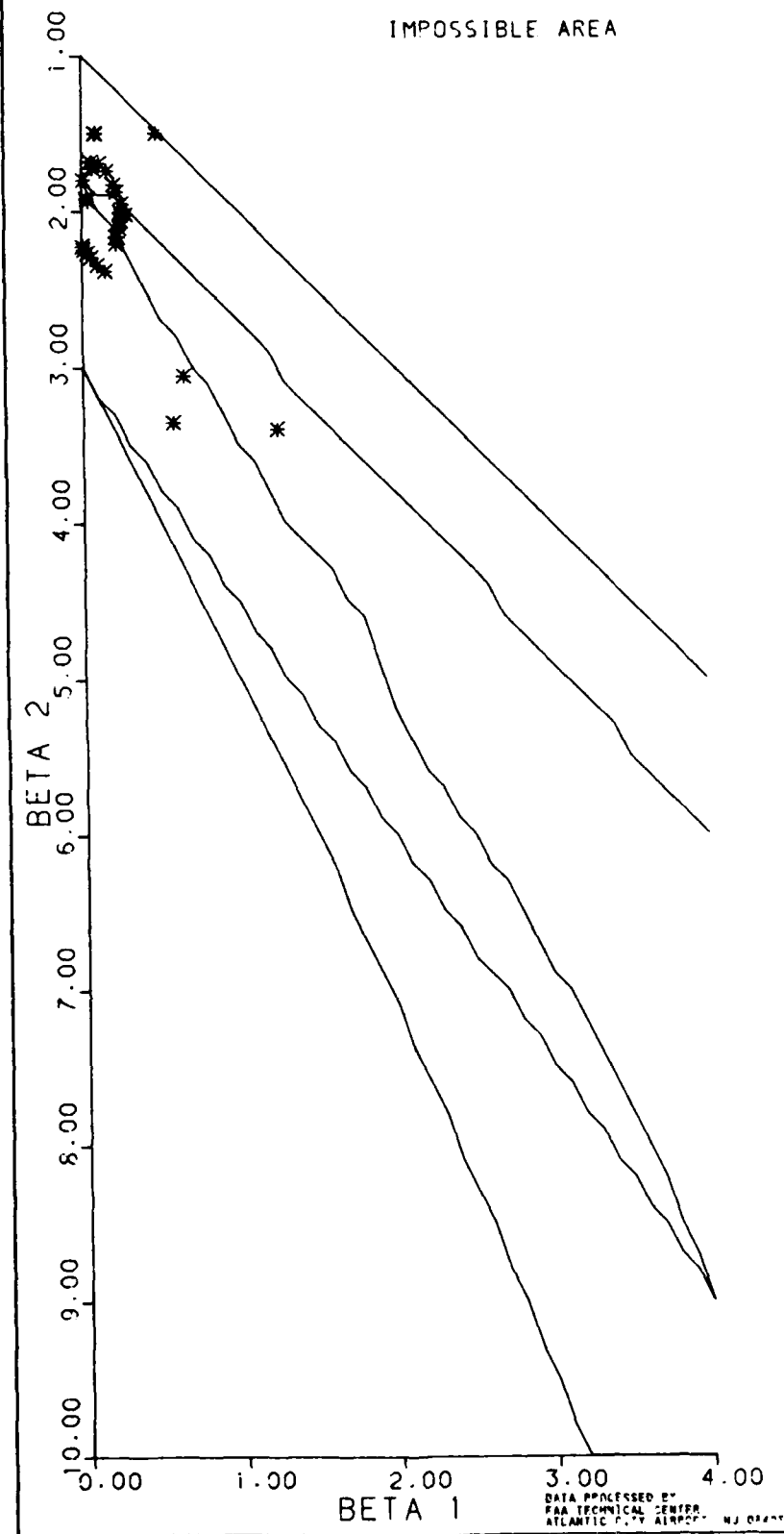
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 10.00 DEGREE STRAIGHT OUT DEPARTURES  
 GROUND SPEED (KNOTS)



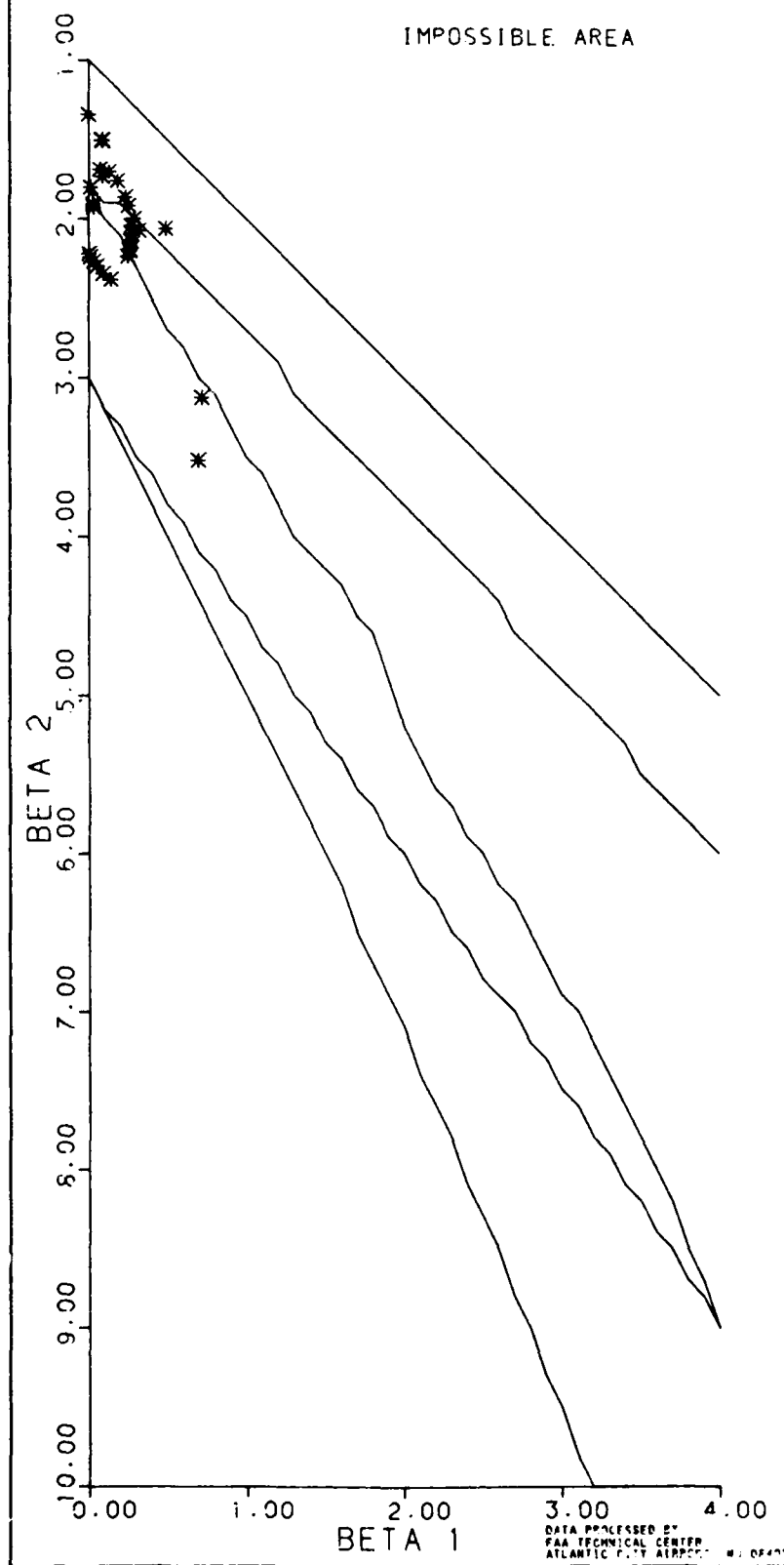
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 10.00 DEGREE STRAIGHT OUT DEPARTURES  
 ALONGPATH SPEED (KNOTS)



VMC DISTRIBUTION ANALYSIS -- OH5 ONLY  
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 ANGULAR ERROR (DEG)

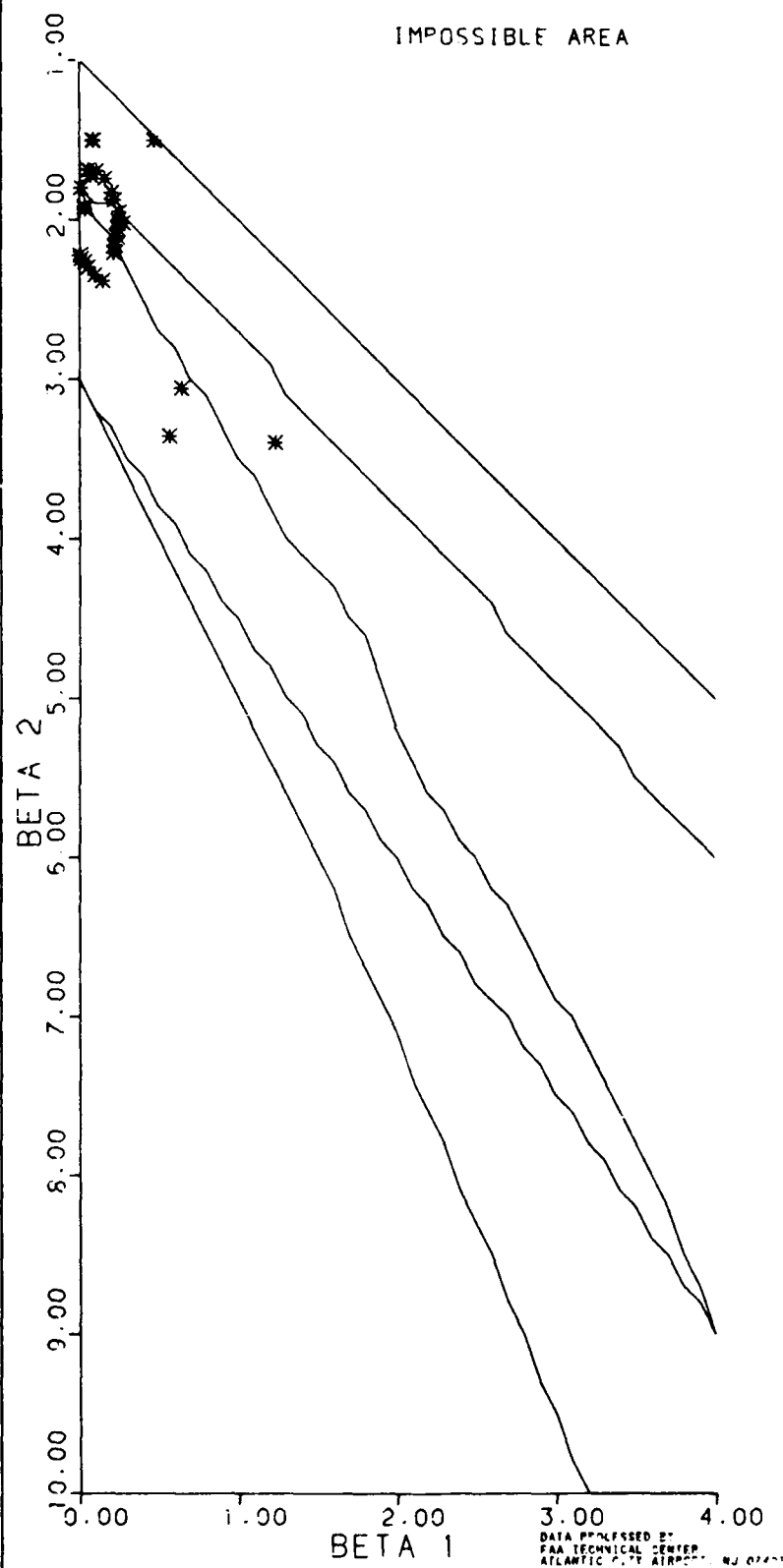


VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
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 ALTITUDE ERROR (FT)

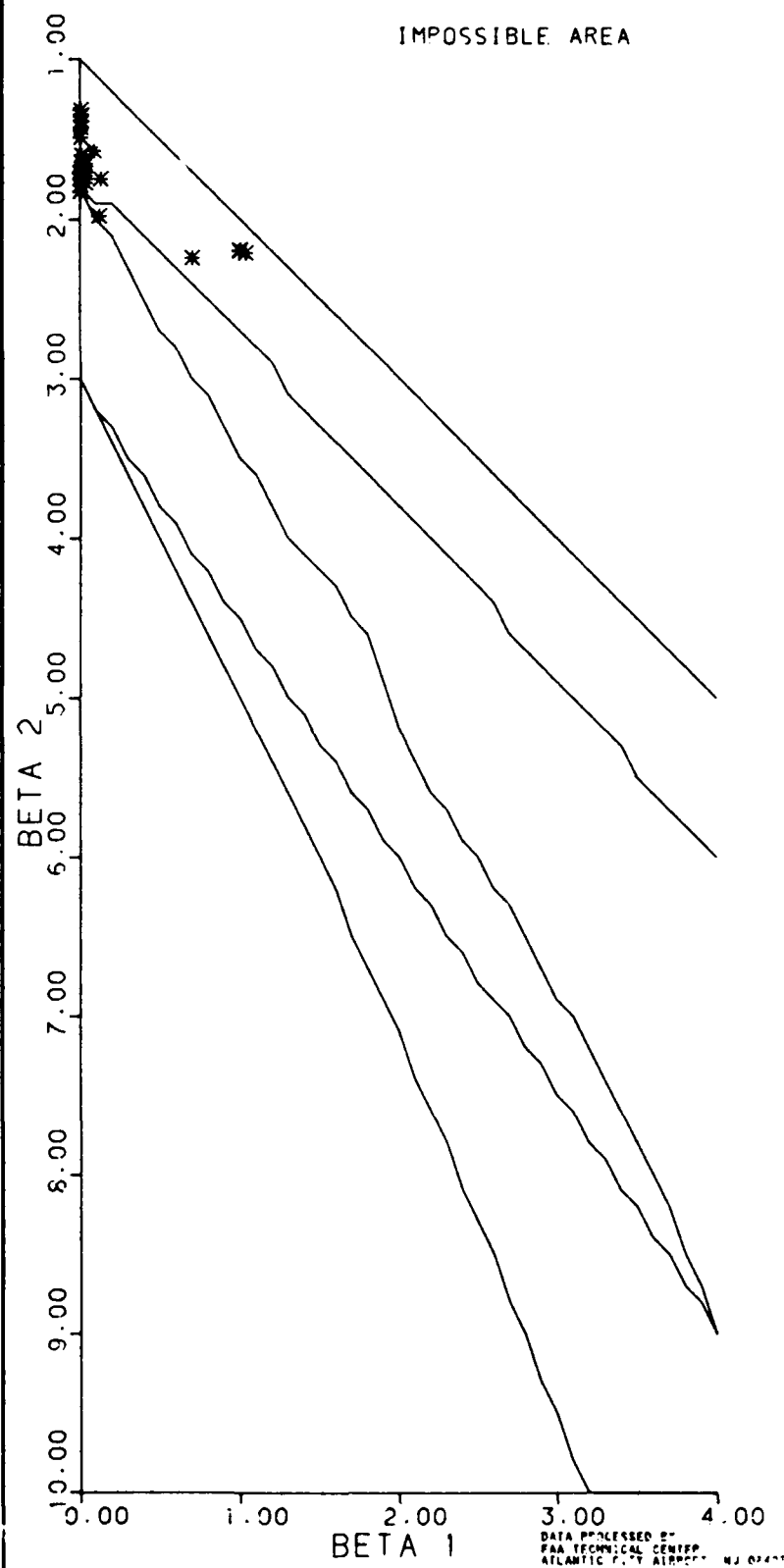




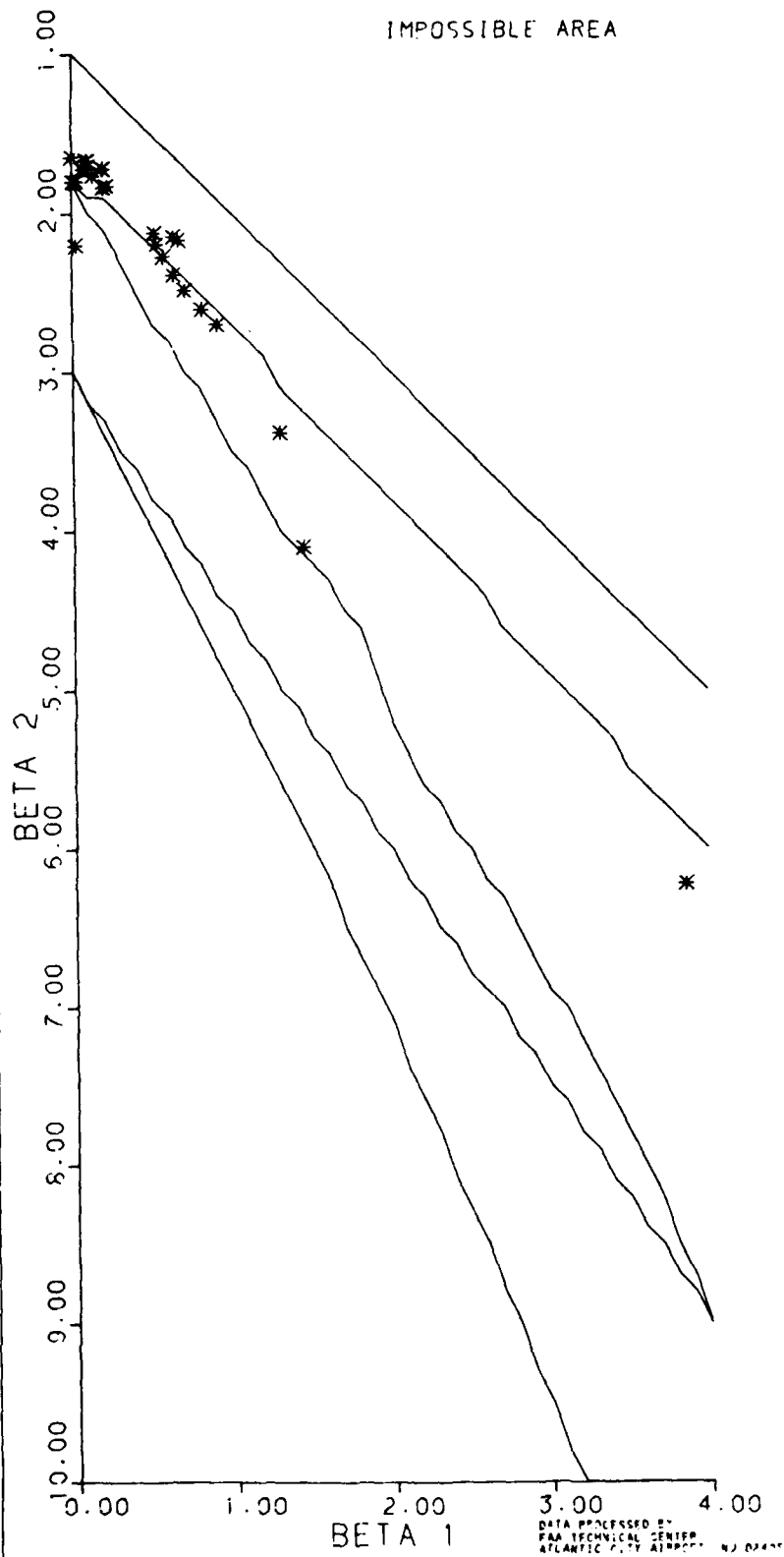
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ANGULAR POSITION (DEG)



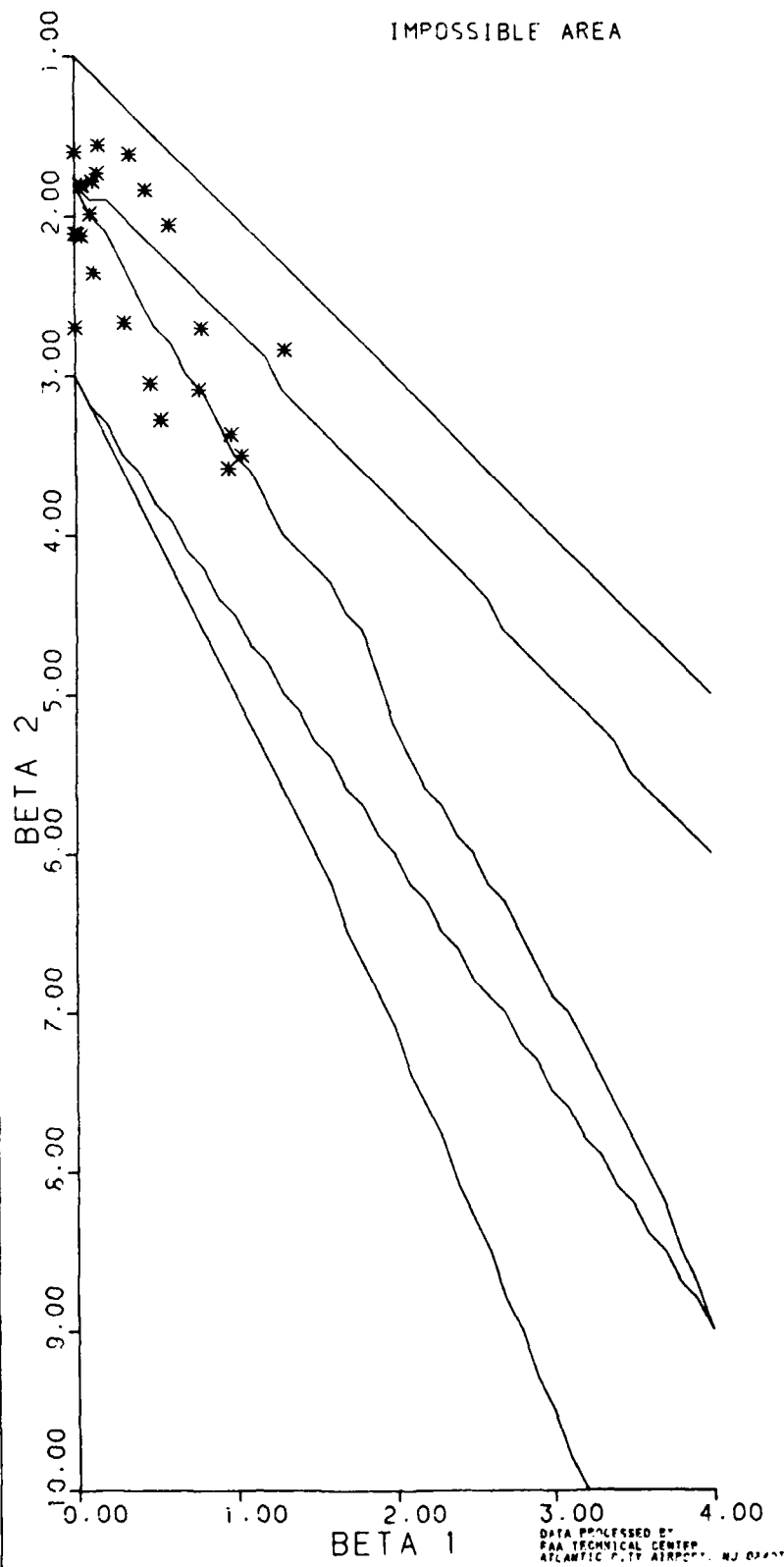
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
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 CROSSTRACK POSITION (FT)



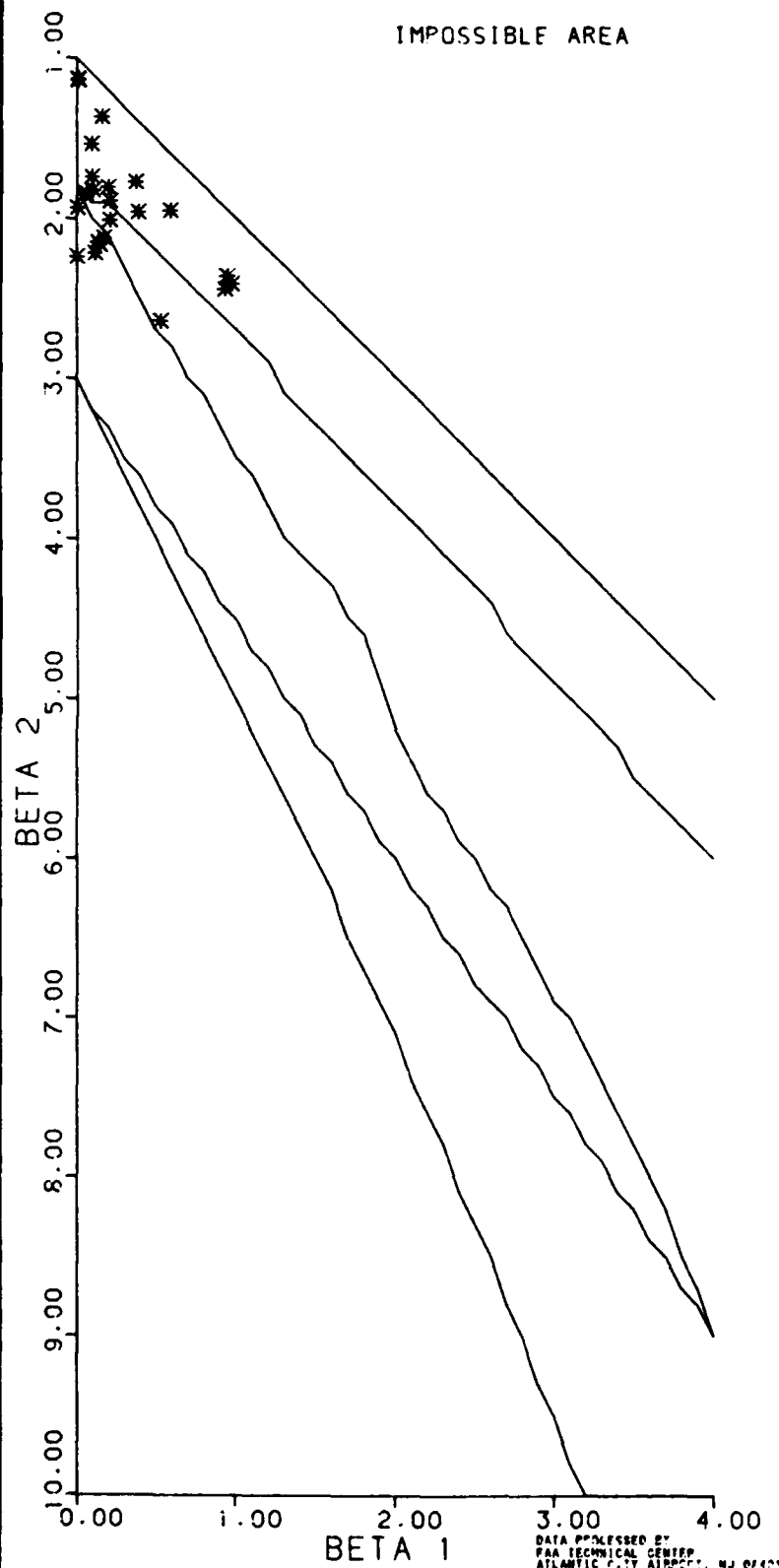
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 12.00 DEGREE STRAIGHT OUT DEPARTURES  
 ALTITUDE (FT)



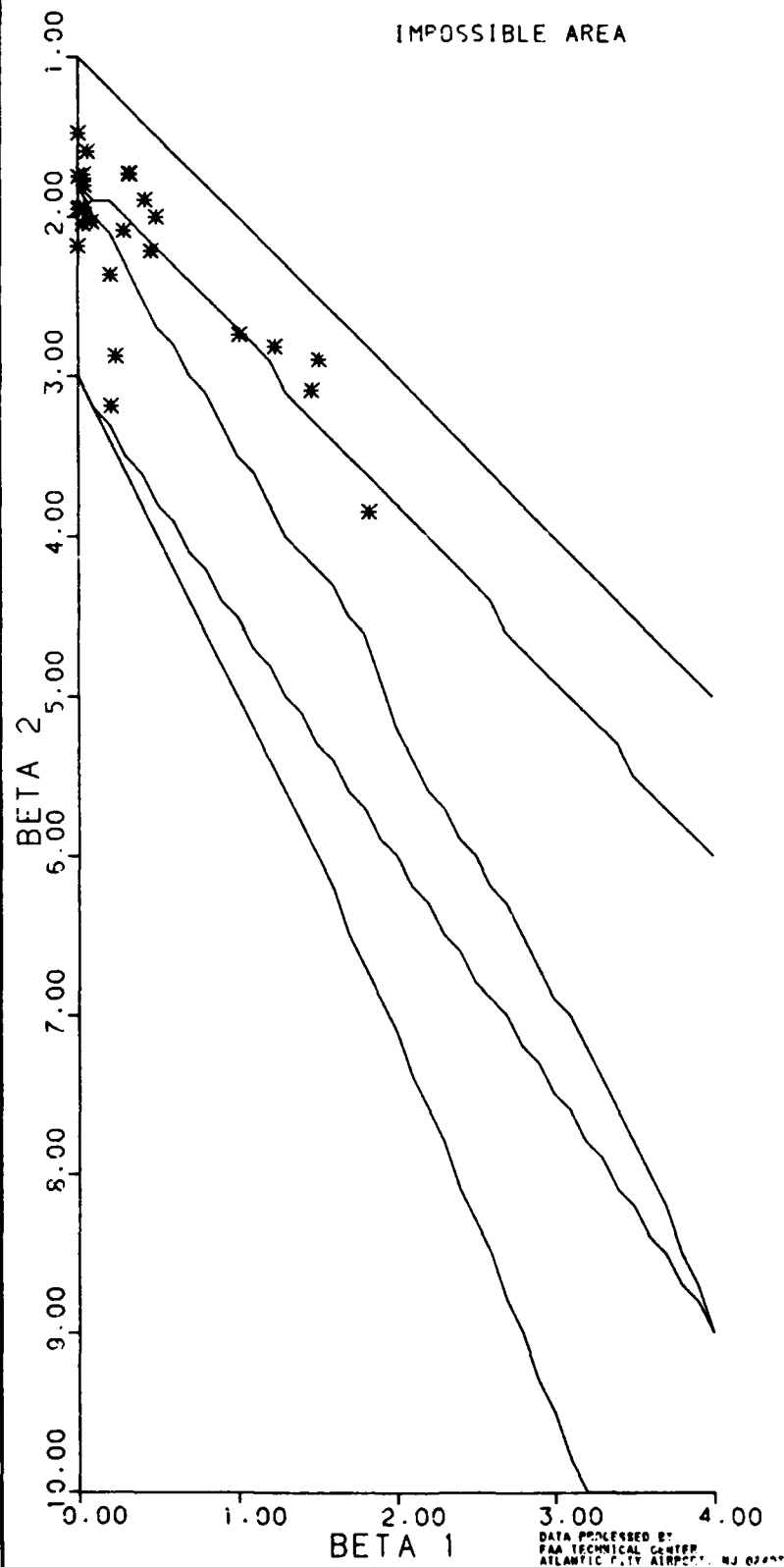
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CROSSTRACK VELOCITY (FPM)



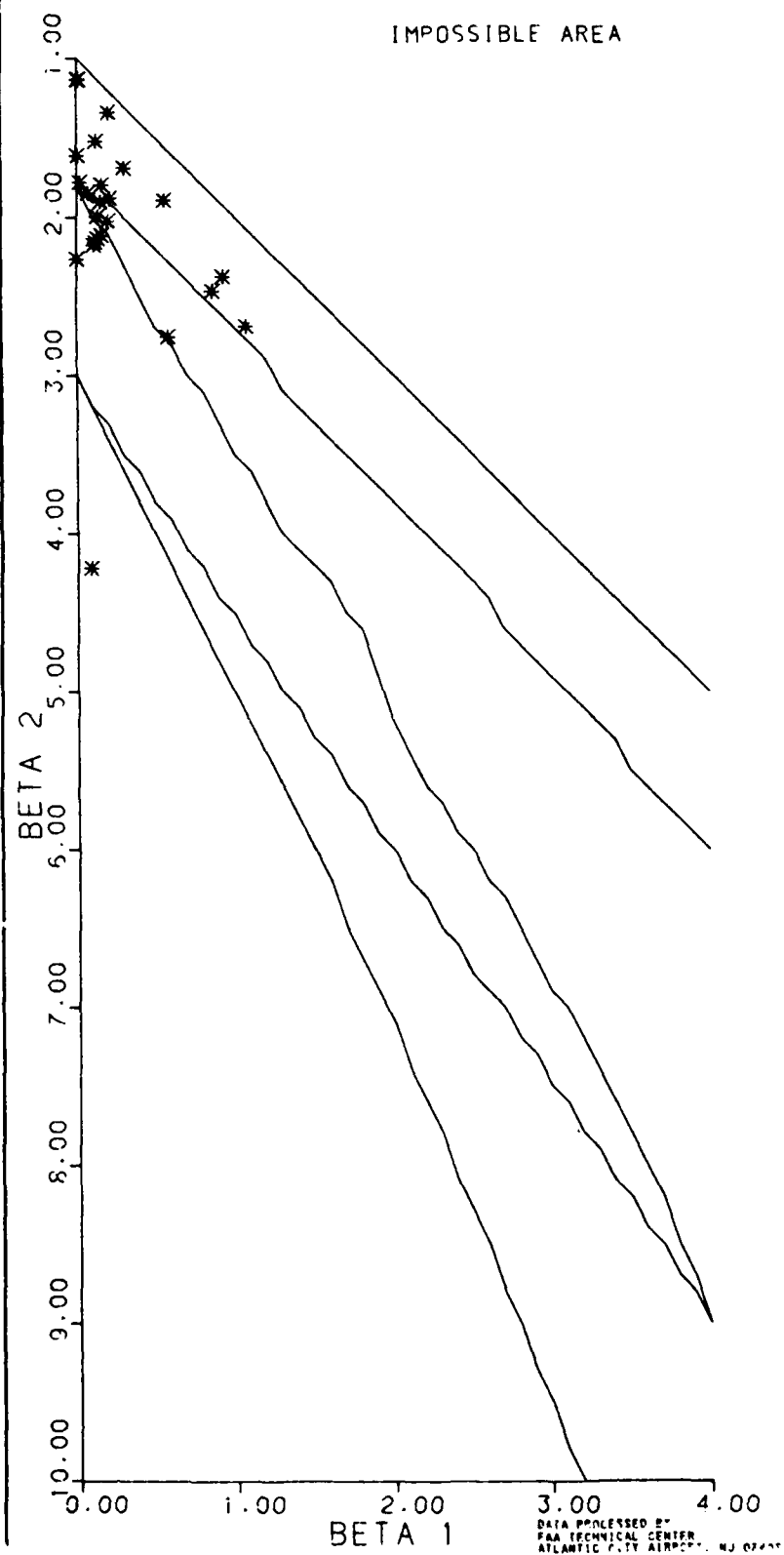
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 12.00 DEGREE STRAIGHT OUT DEPARTURES  
 ALONGTRACK VELOCITY (FPM)



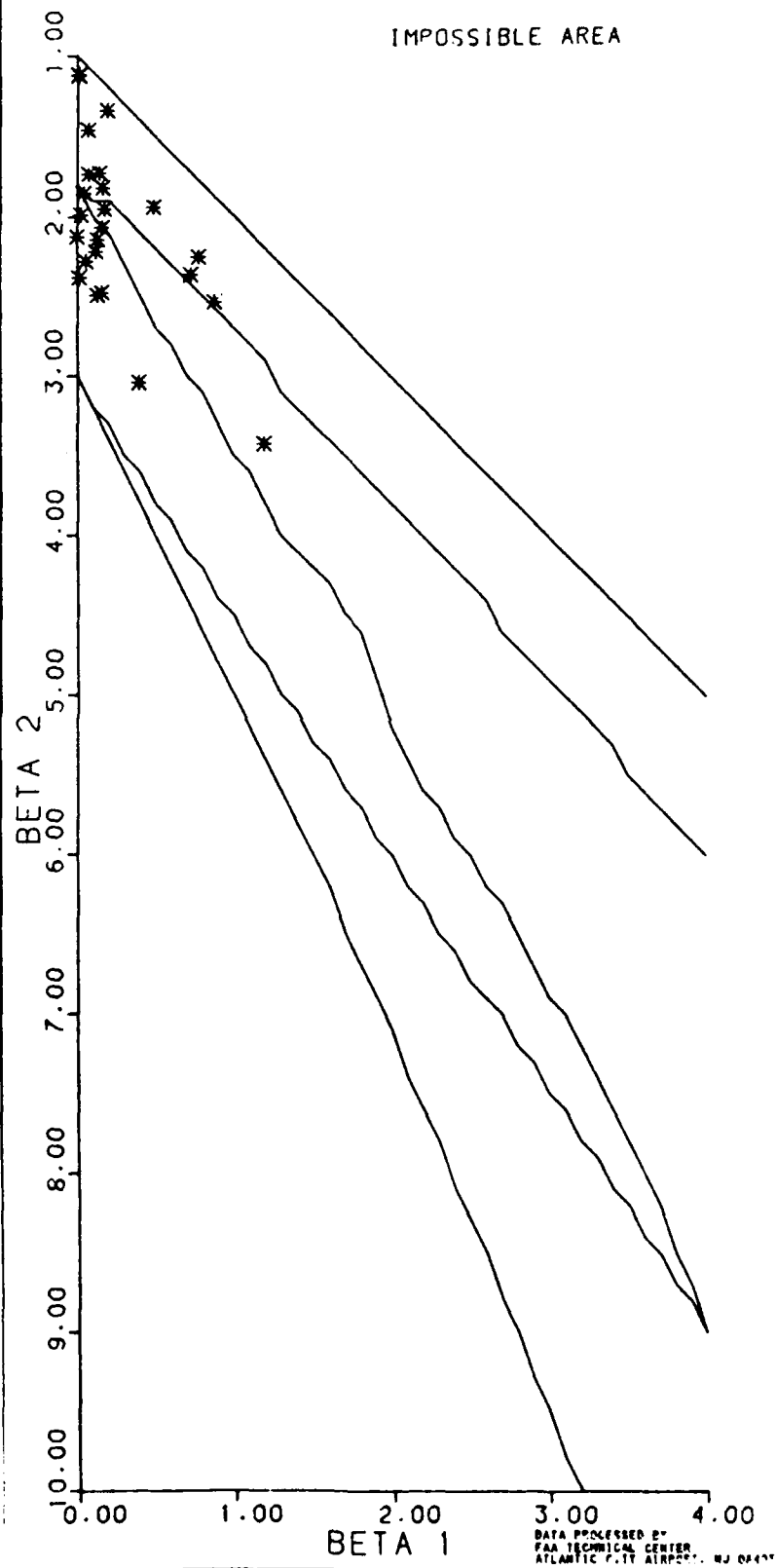
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 12.00 DEGREE STRAIGHT OUT DEPARTURES  
 VERTICAL VELOCITY (FPM)



VMC DISTRIBUTION ANALYSIS -- OHS ONLY  
 12.00 DEGREE STRAIGHT OUT DEPARTURES  
 GROUND SPEED (KNOTS)

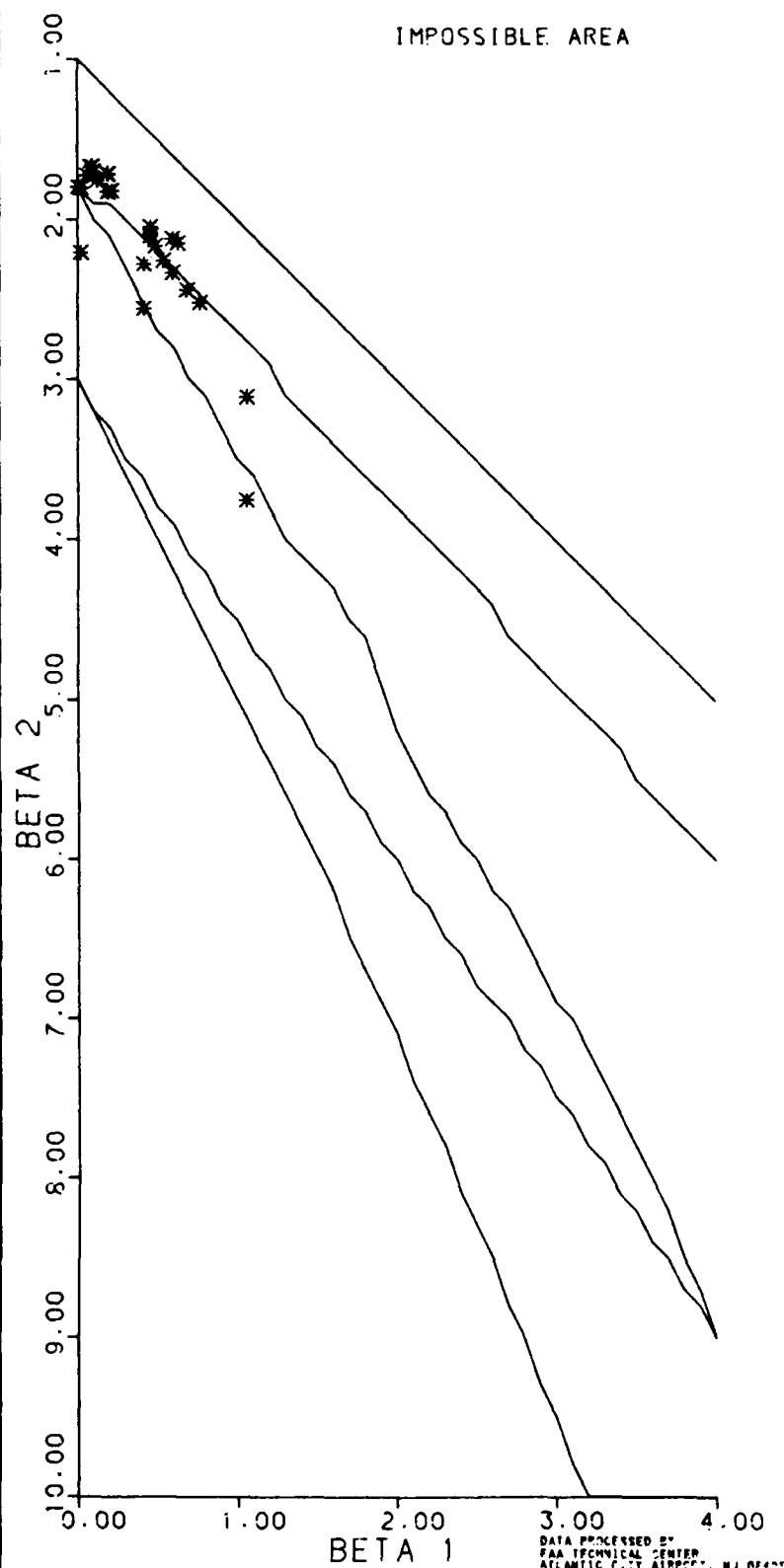


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ALONGPATH SPEED (KNOTS)

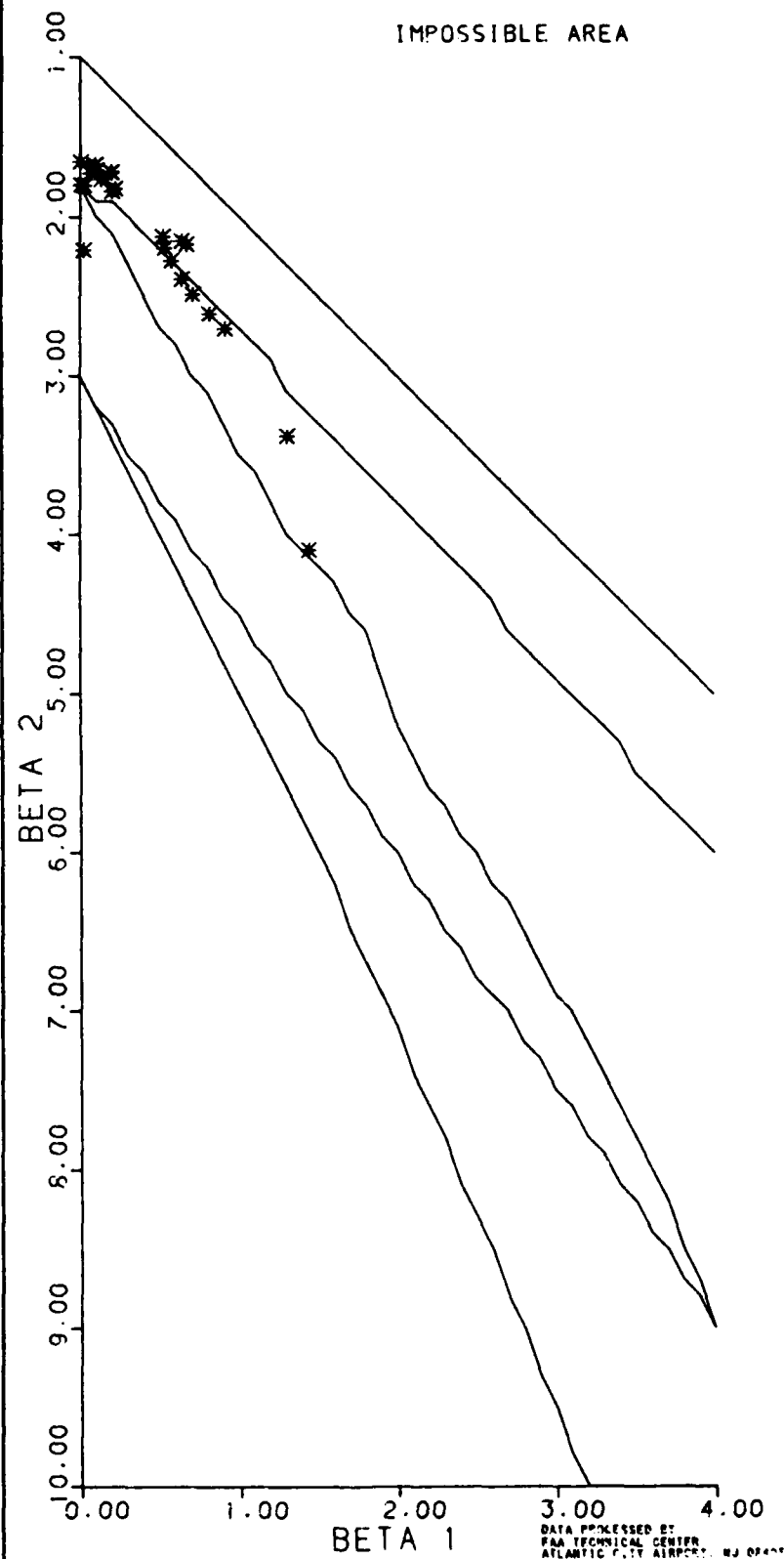




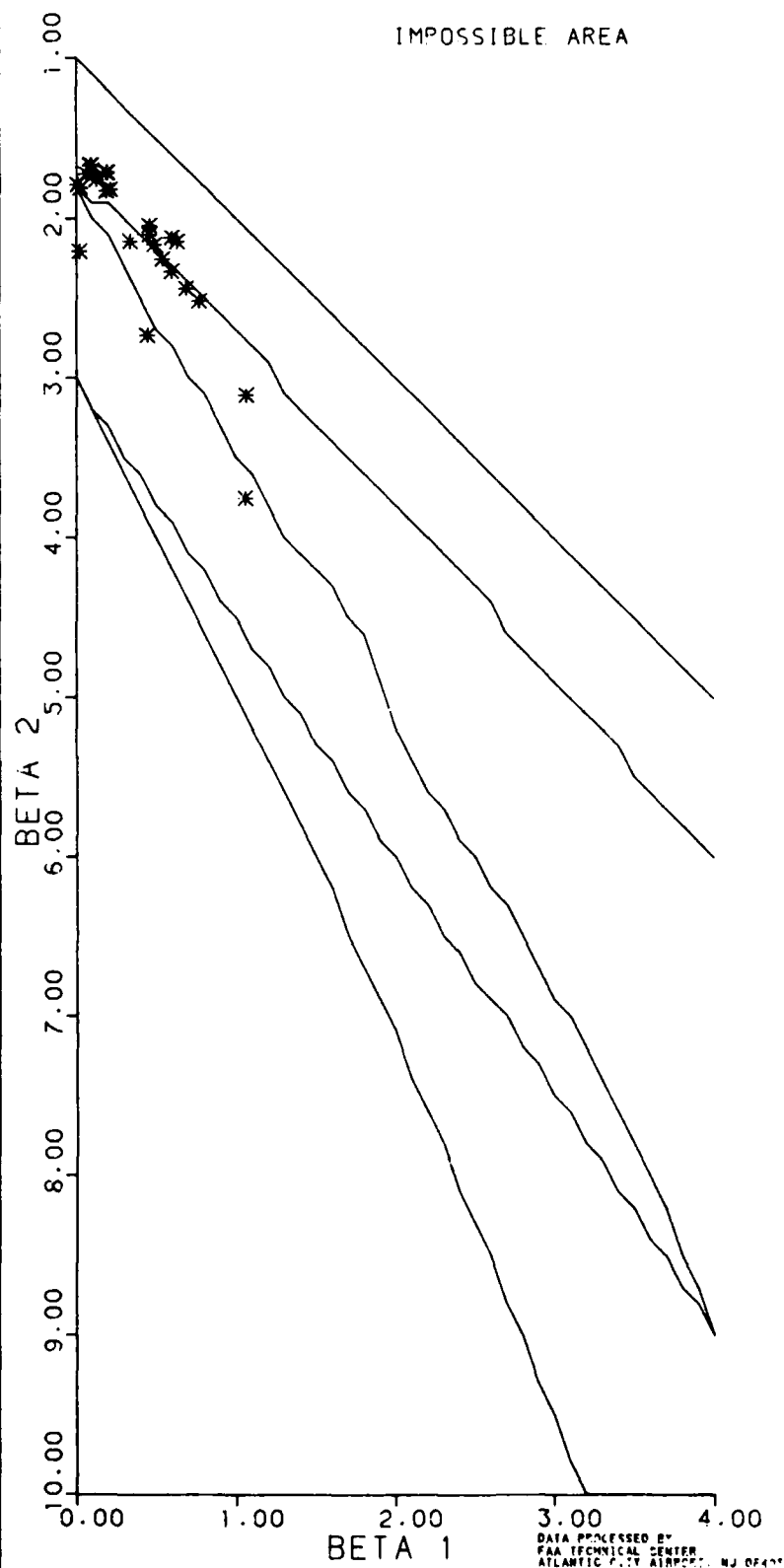
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 12.00 DEGREE STRAIGHT OUT DEPARTURES  
 ANGULAR ERROR (DEG)



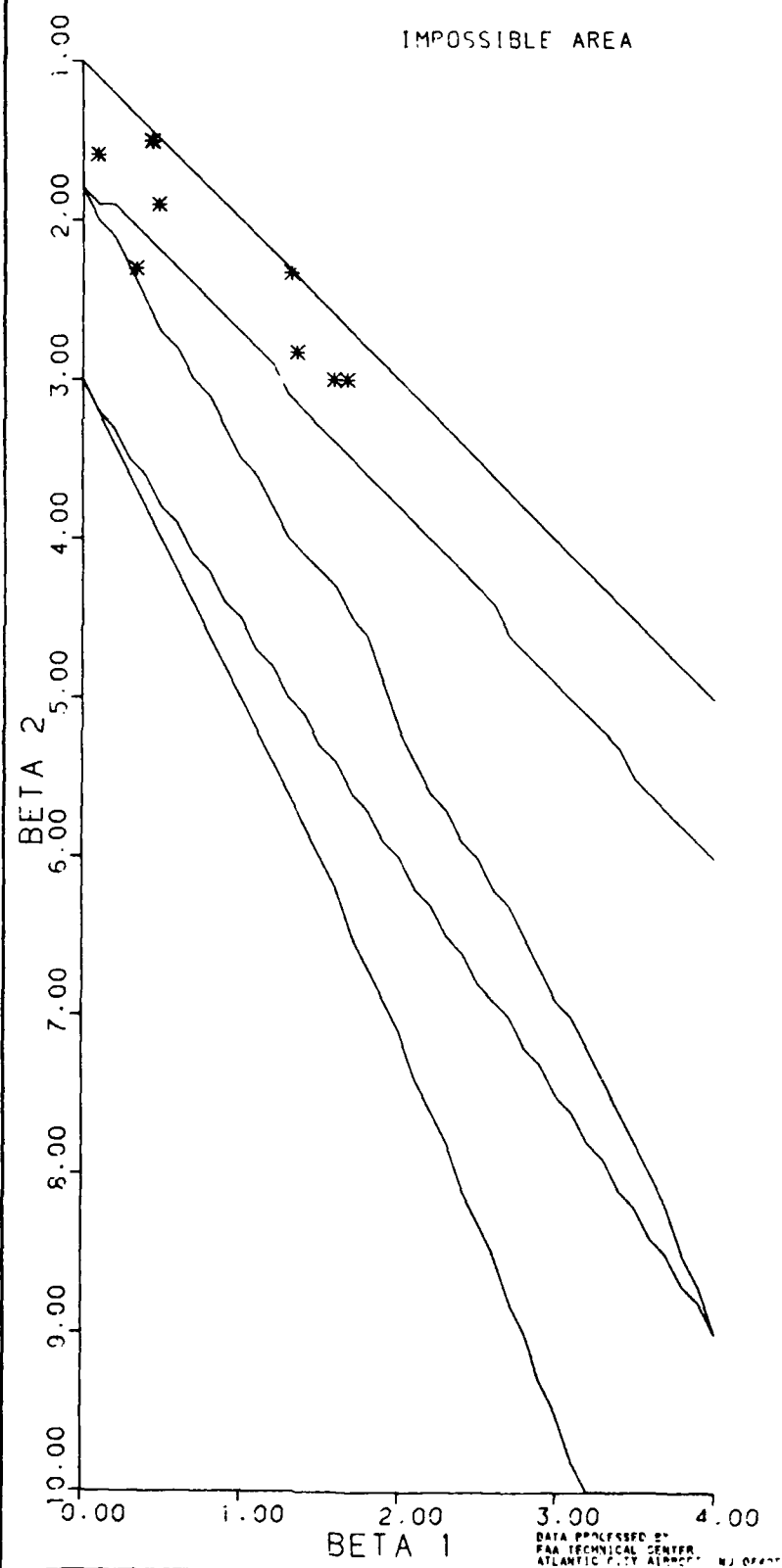
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 12.00 DEGREE STRAIGHT OUT DEPARTURES  
 ALTITUDE ERROR (FT)



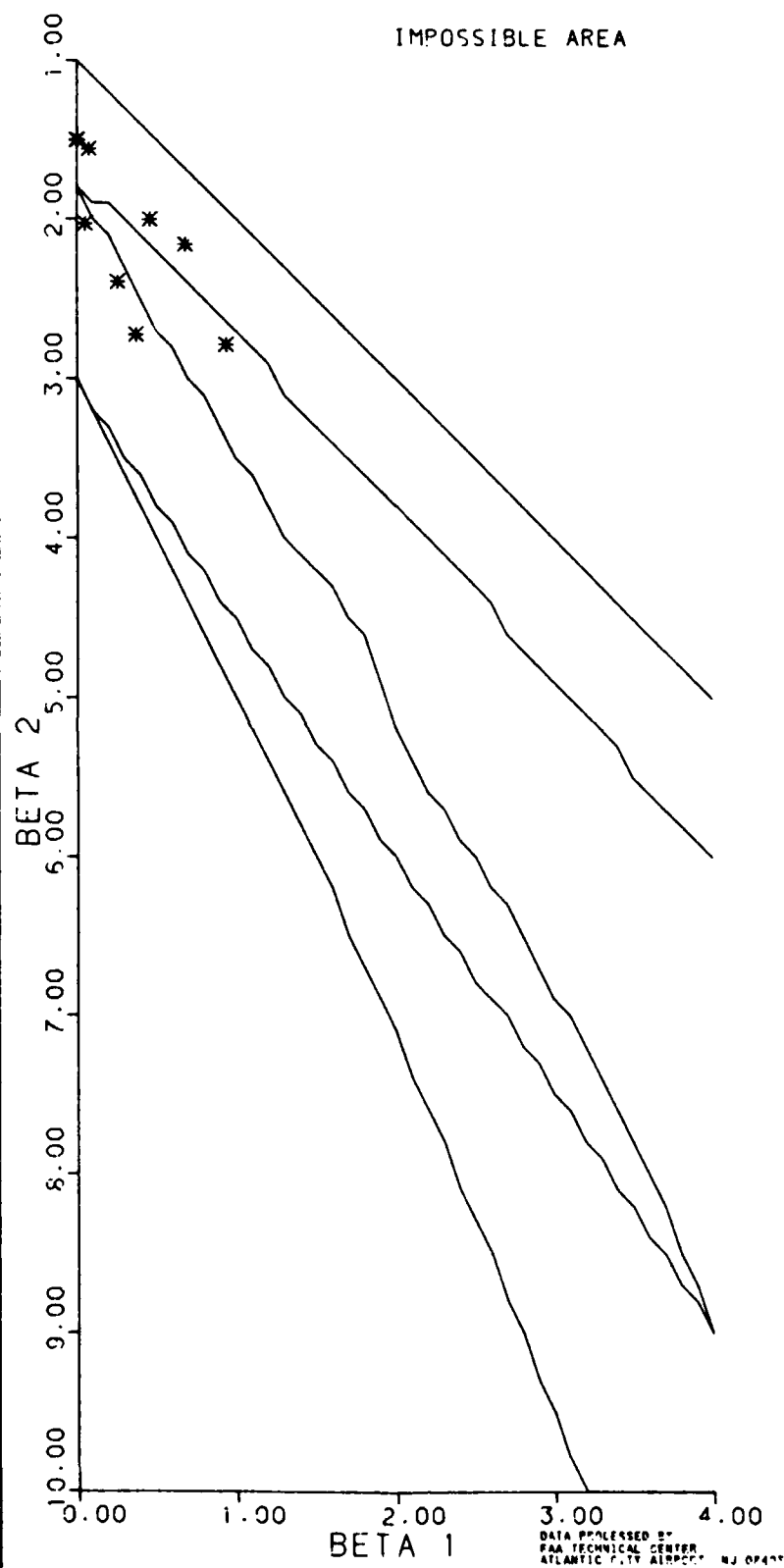
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 ANGULAR POSITION (DEG)



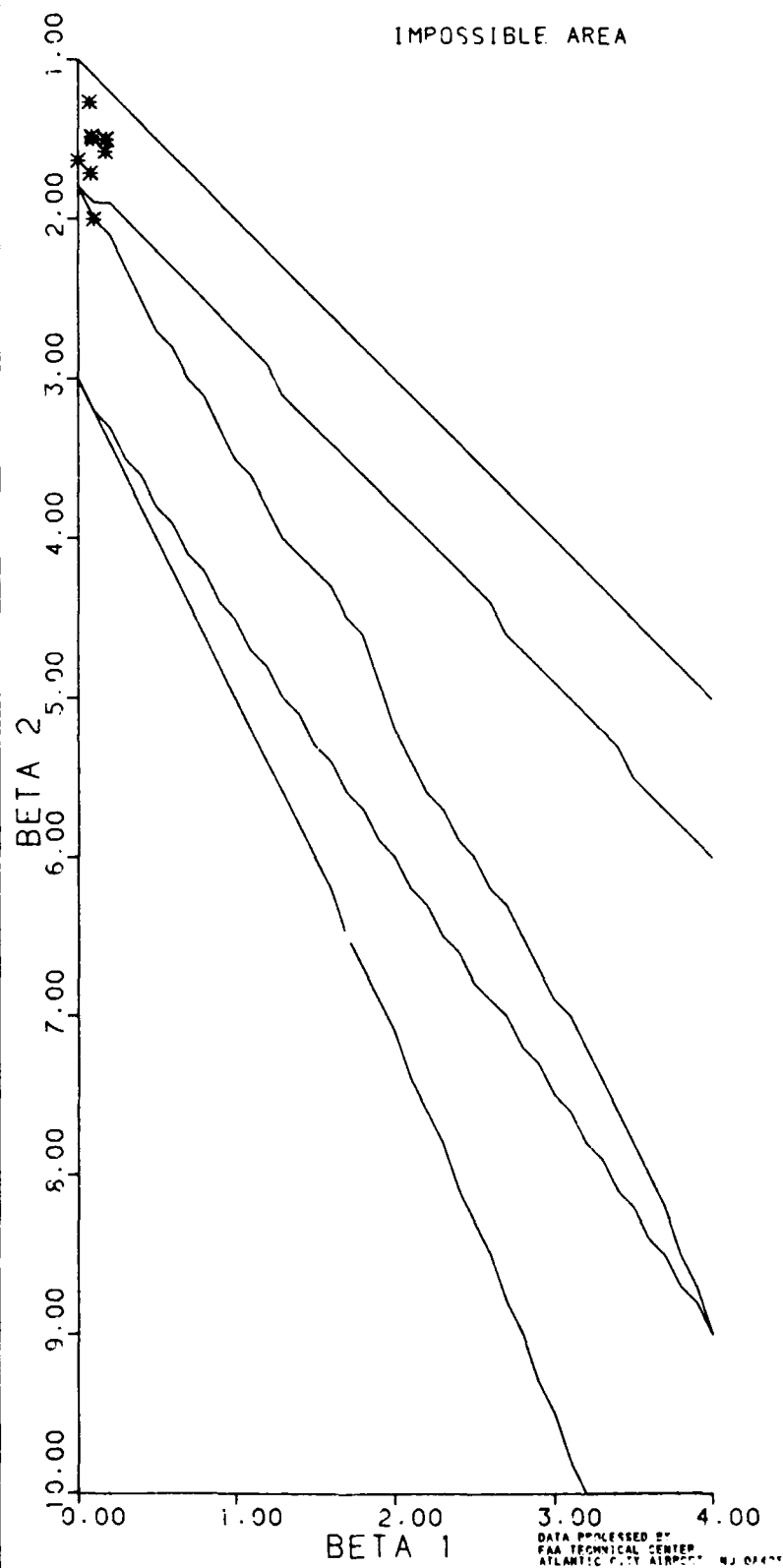
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 7.125 DEGREE CURVED DEPARTURES  
 CROSSTRACK POSITION (FT)



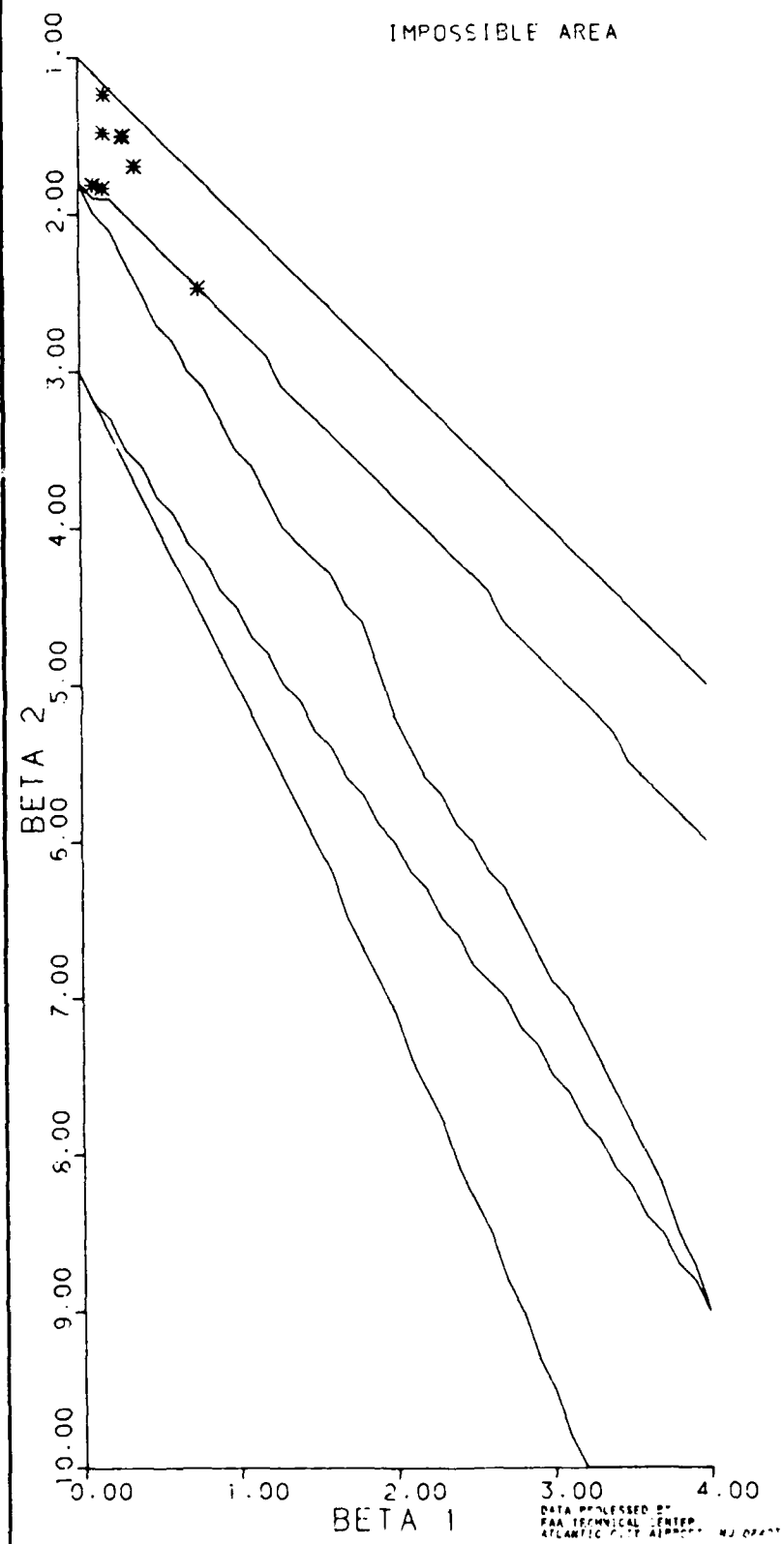
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 7.125 DEGREE CURVED DEPARTURES  
 ALTITUDE (FT)



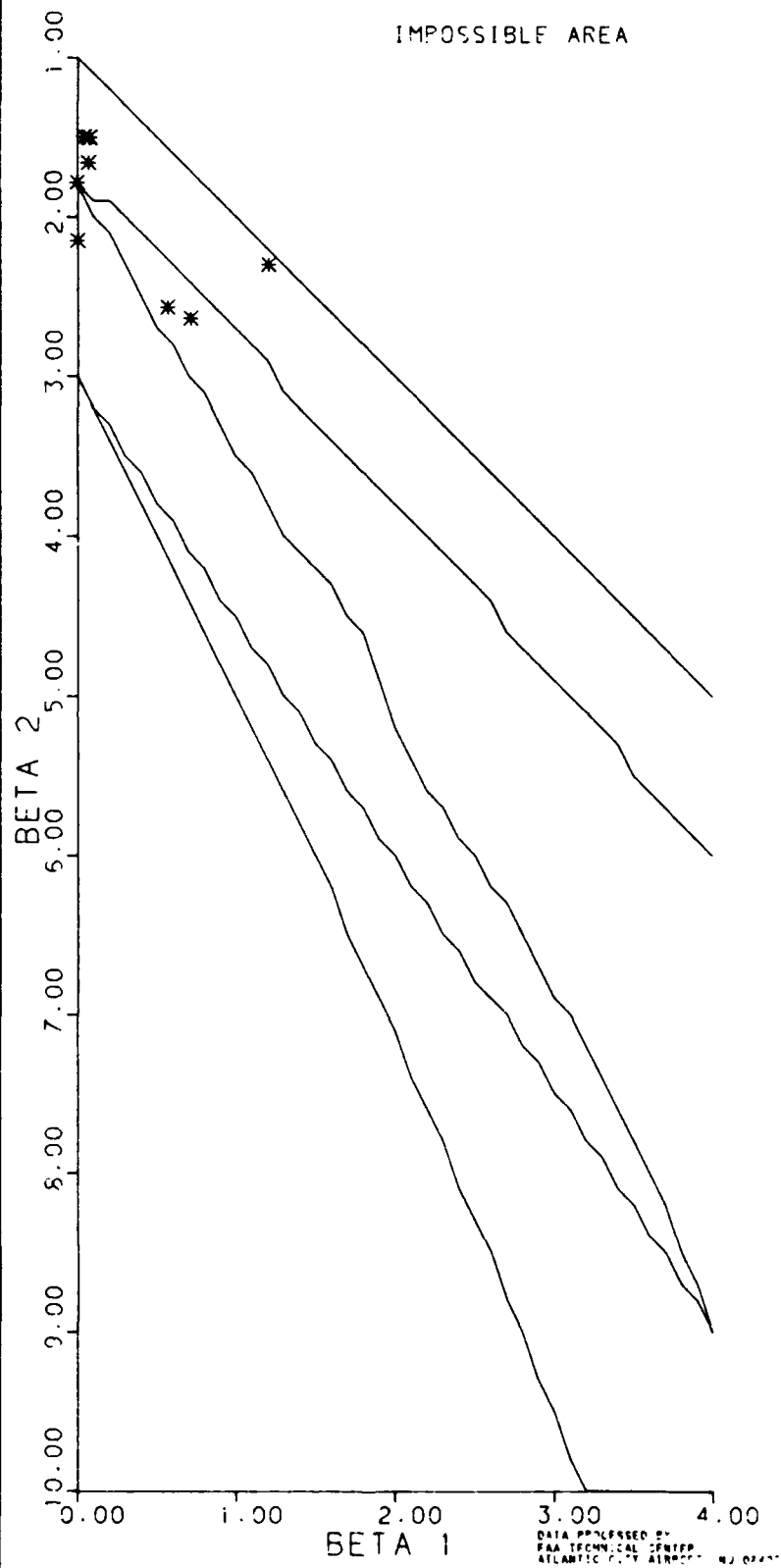
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 7.125 DEGREE CURVED DEPARTURES  
 CROSSTRACK VELOCITY (FPM)



VMC DISTRIBUTION ANALYSIS -- OH5 ONLY  
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 ALONGTRACK VELOCITY (FPM)

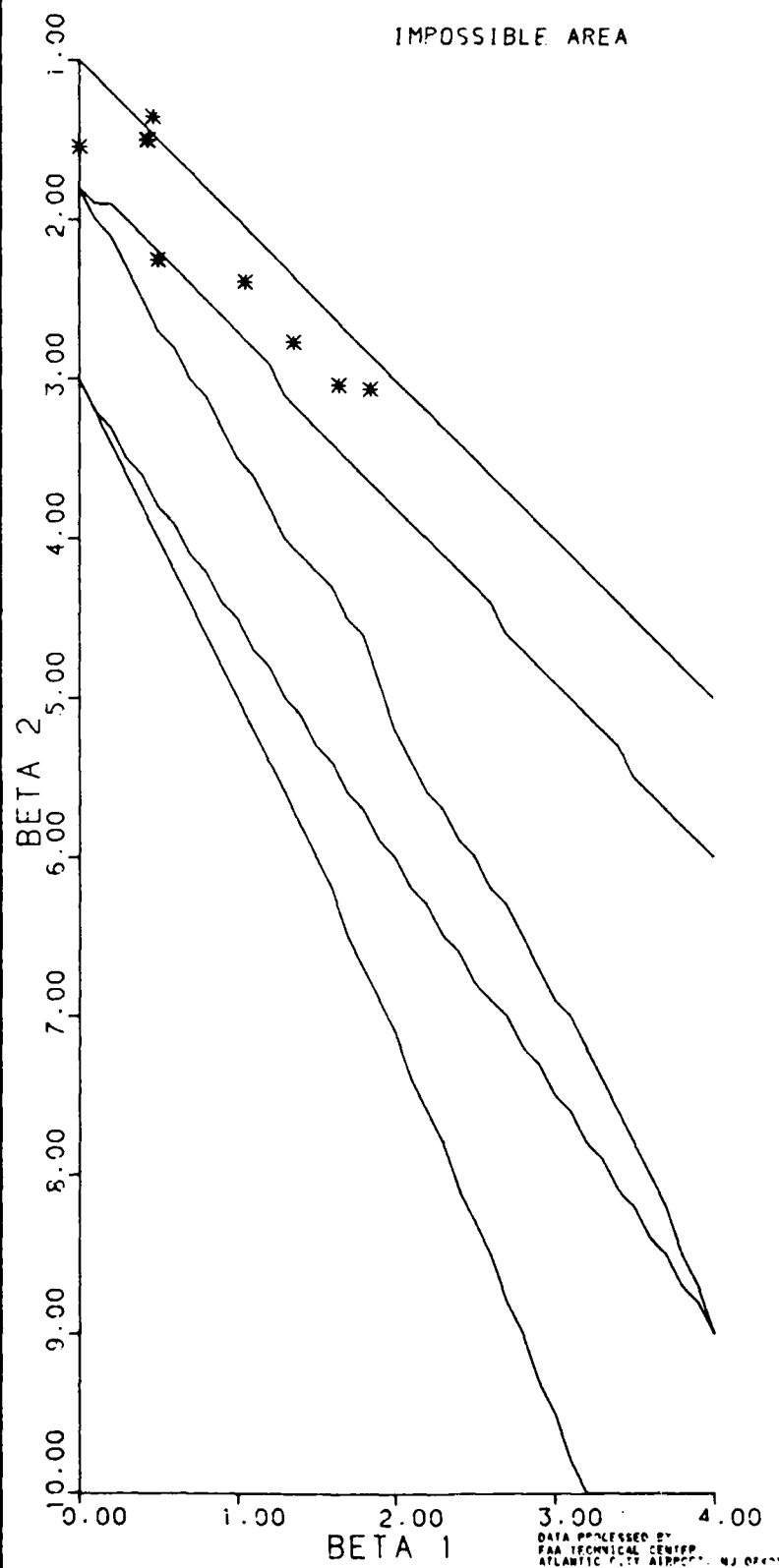


VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 7.125 DEGREE CURVED DEPARTURES  
 VERTICAL VELOCITY (FPM)

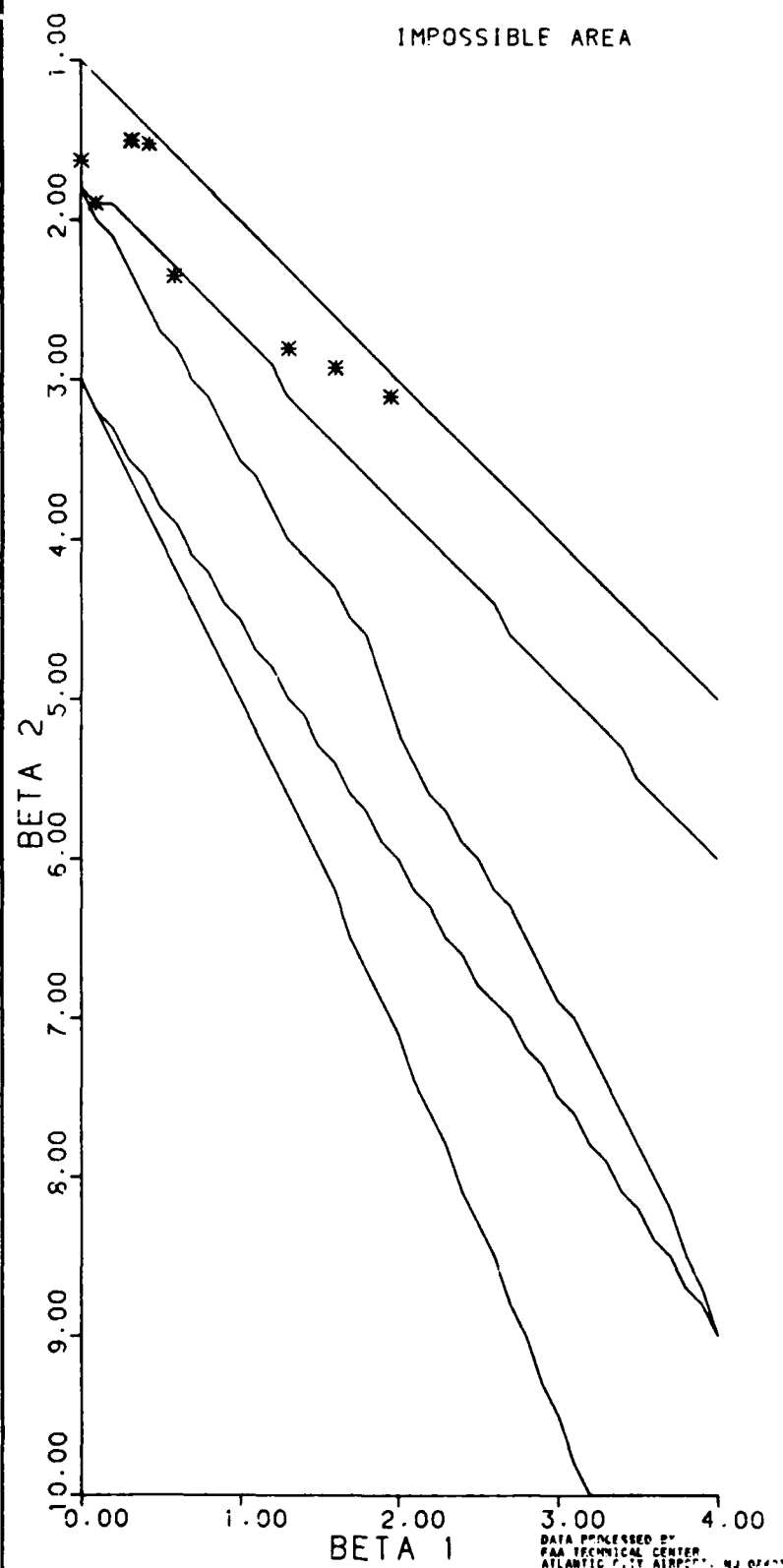




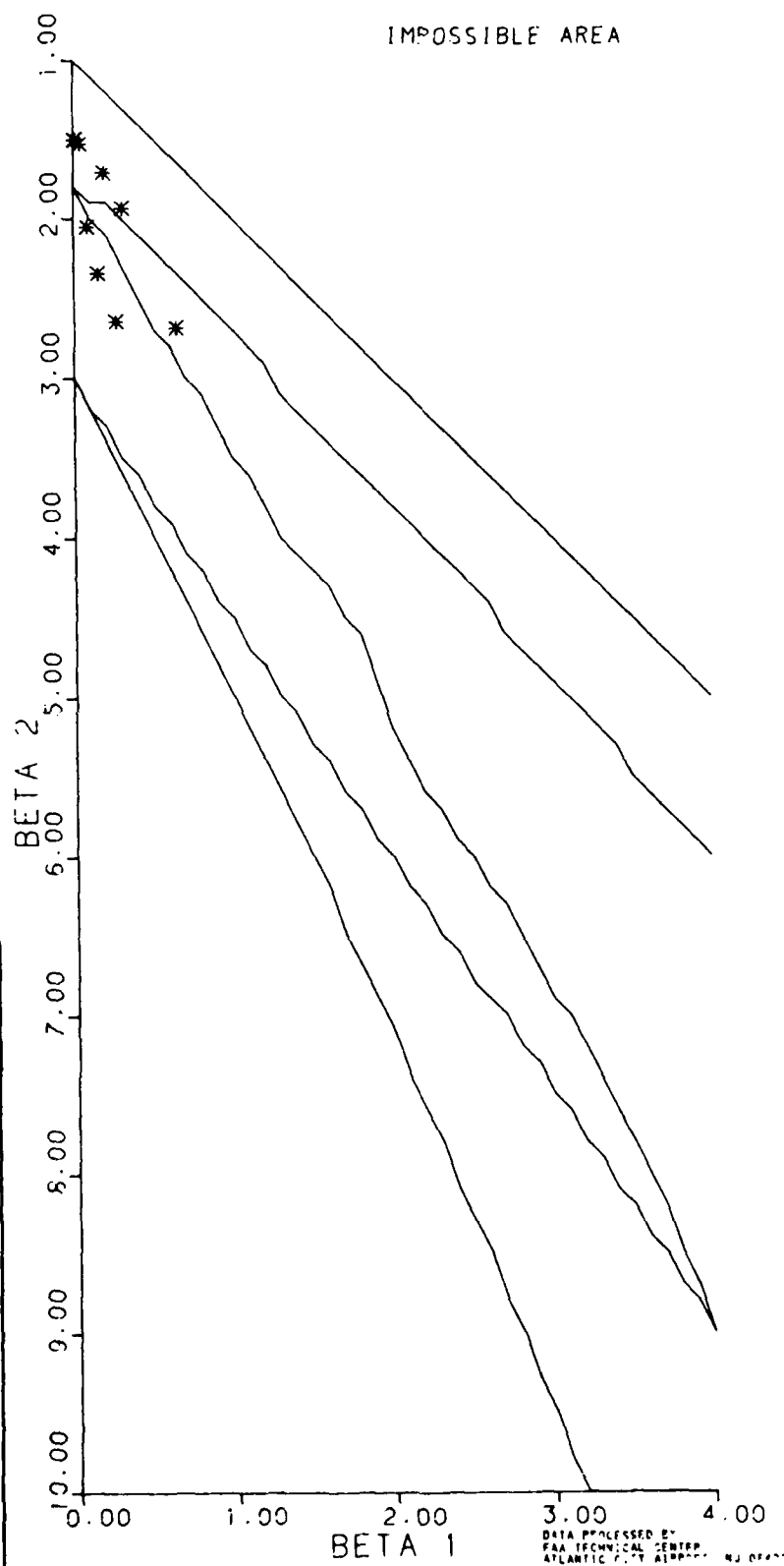
VMC DISTRIBUTION ANALYSIS -- OH5 ONLY  
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 GROUND SPEED (KNOTS)



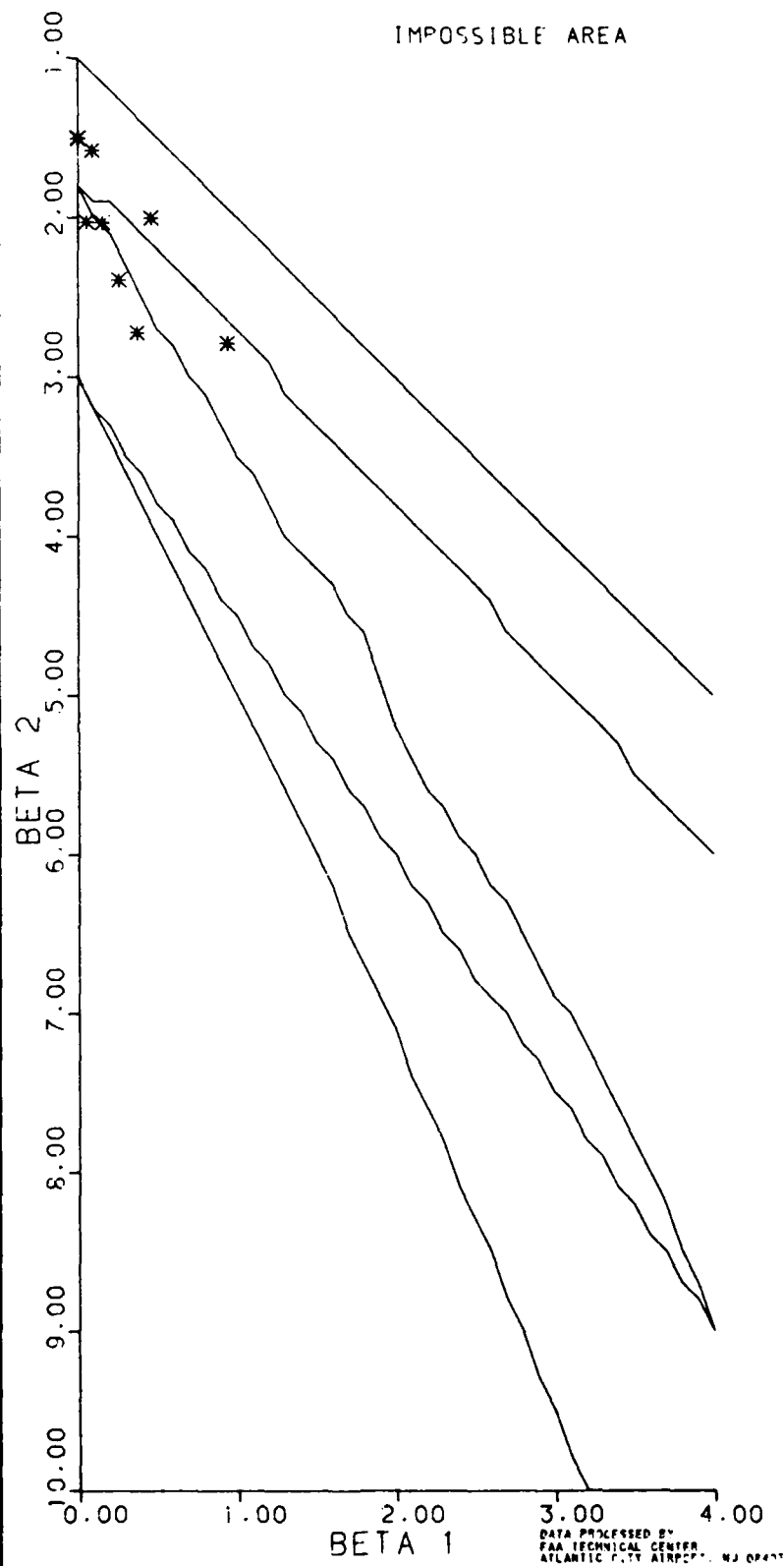
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 ALONGPATH SPEED (KNOTS)



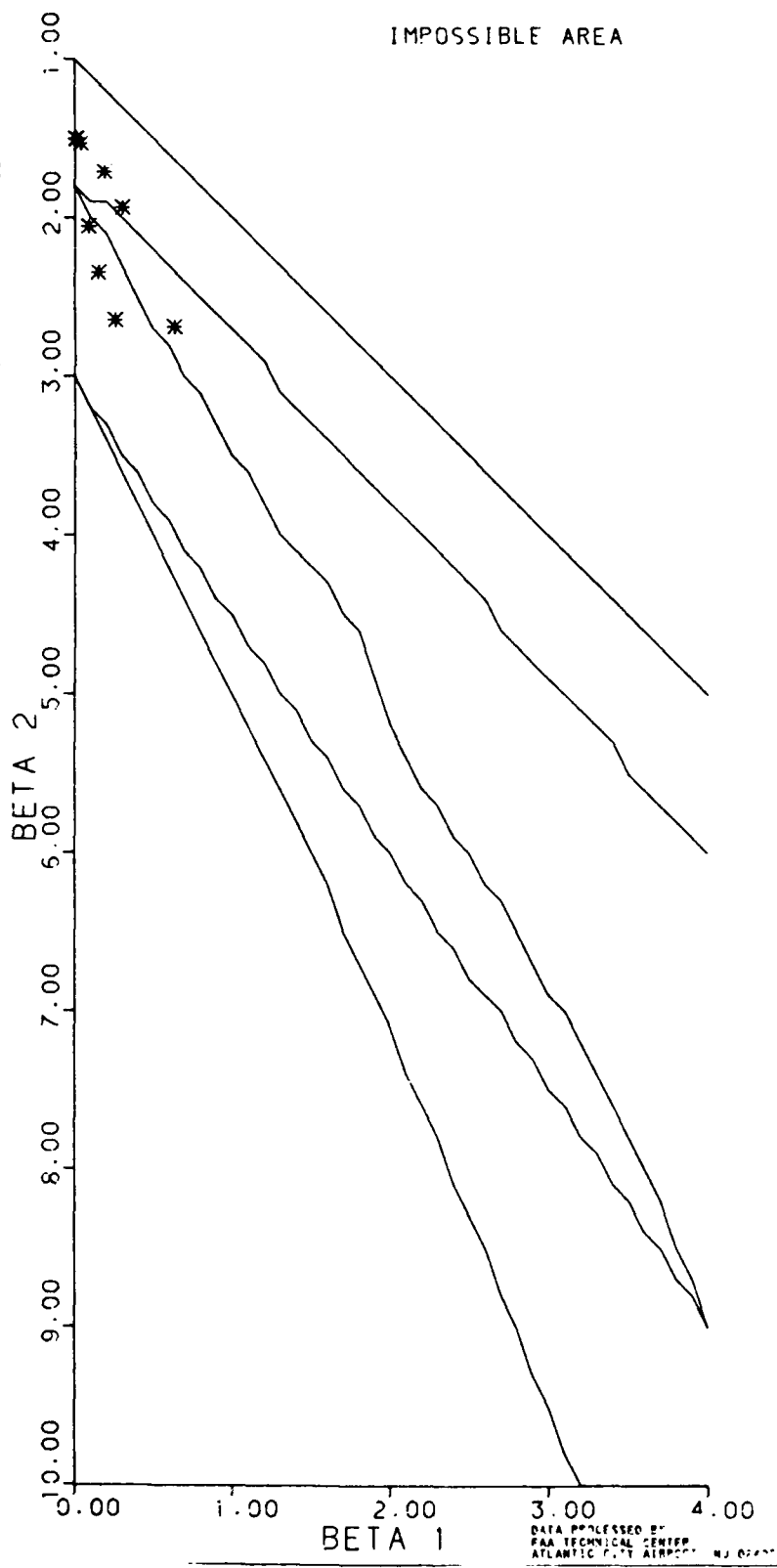
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 ANGULAR ERROR (DEG)



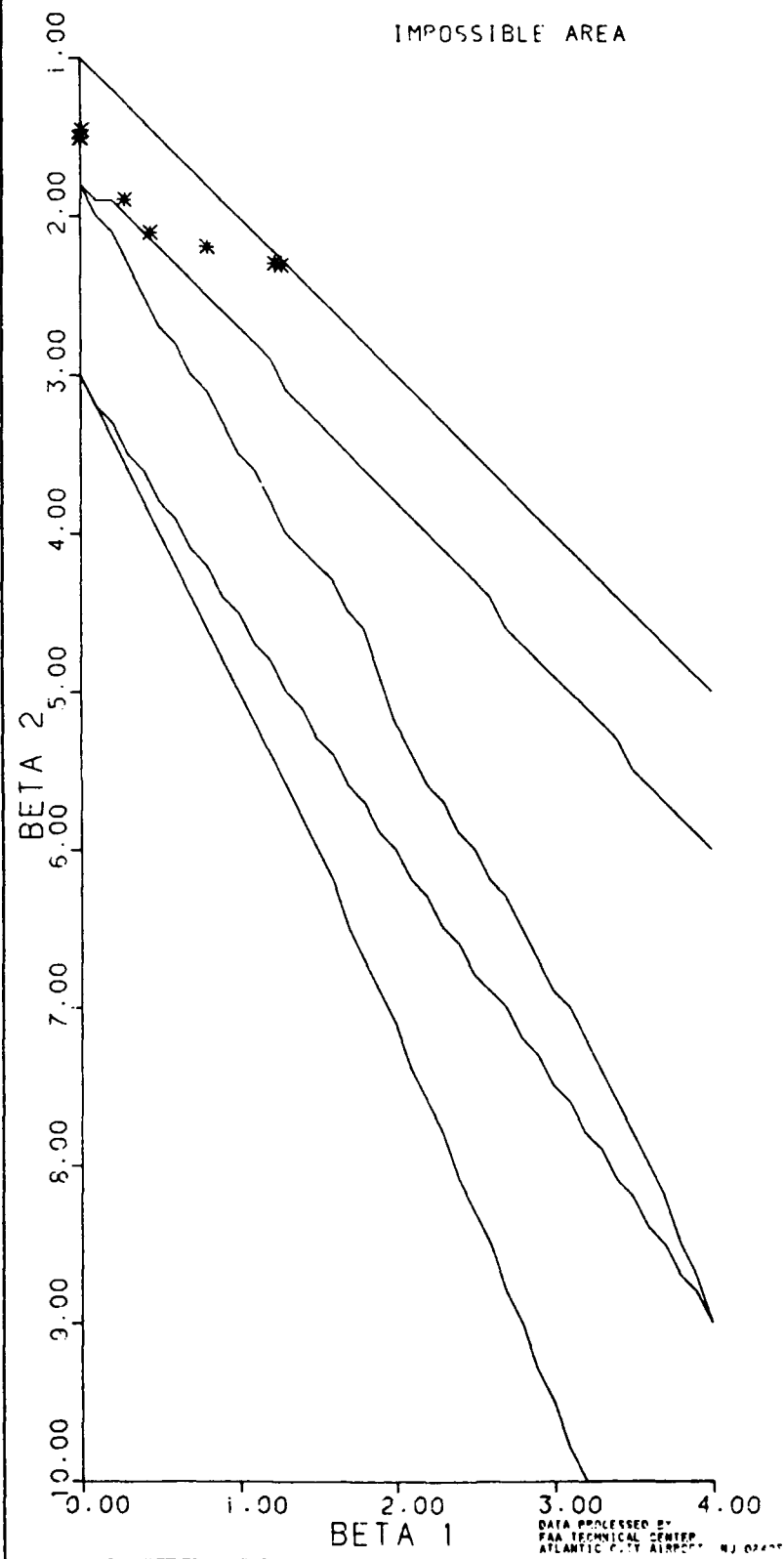
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 ALTITUDE ERROR (FT)



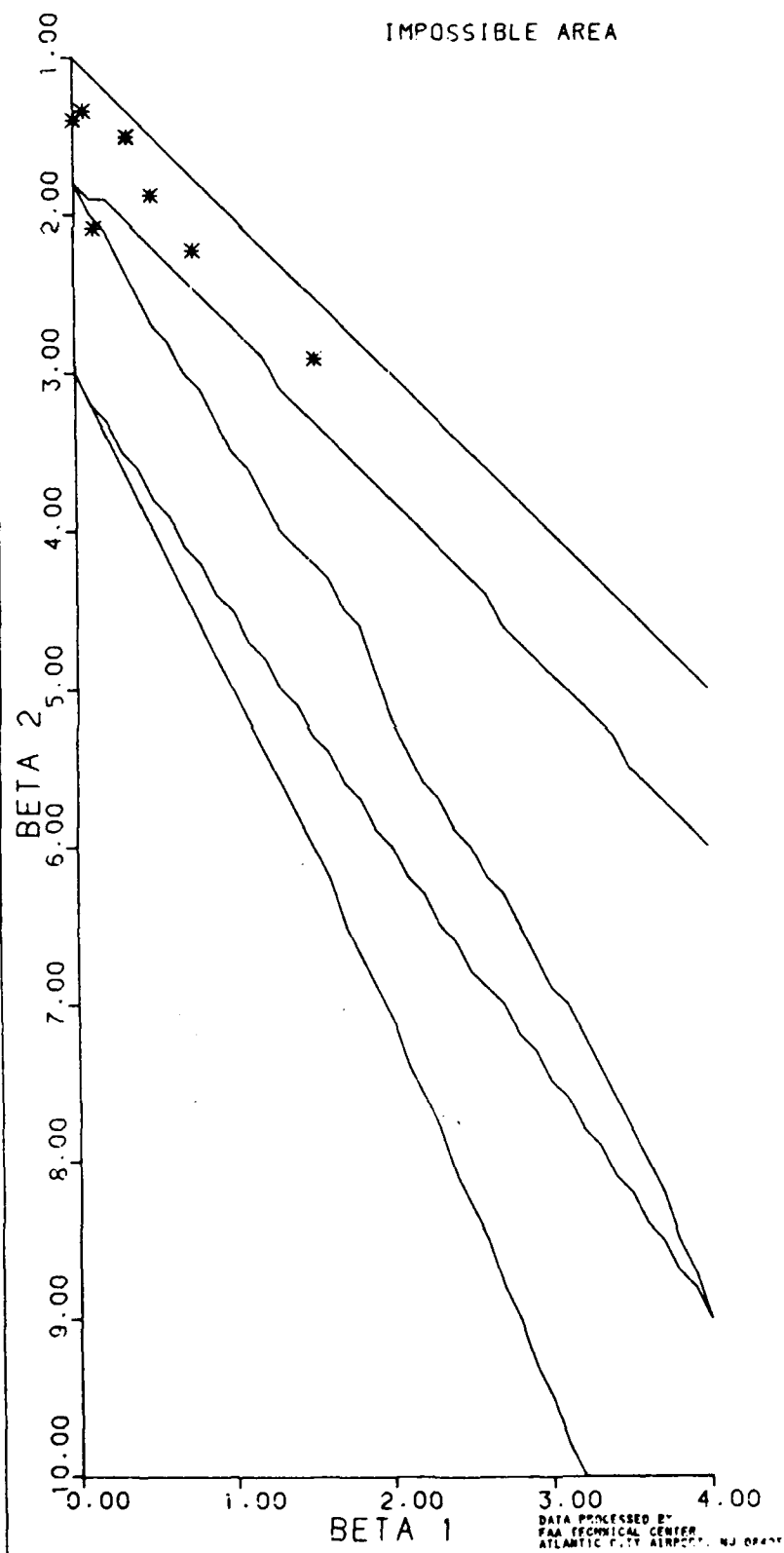
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7.125 DEGREE CURVED DEPARTURES  
ANGULAR POSITION (DEG)



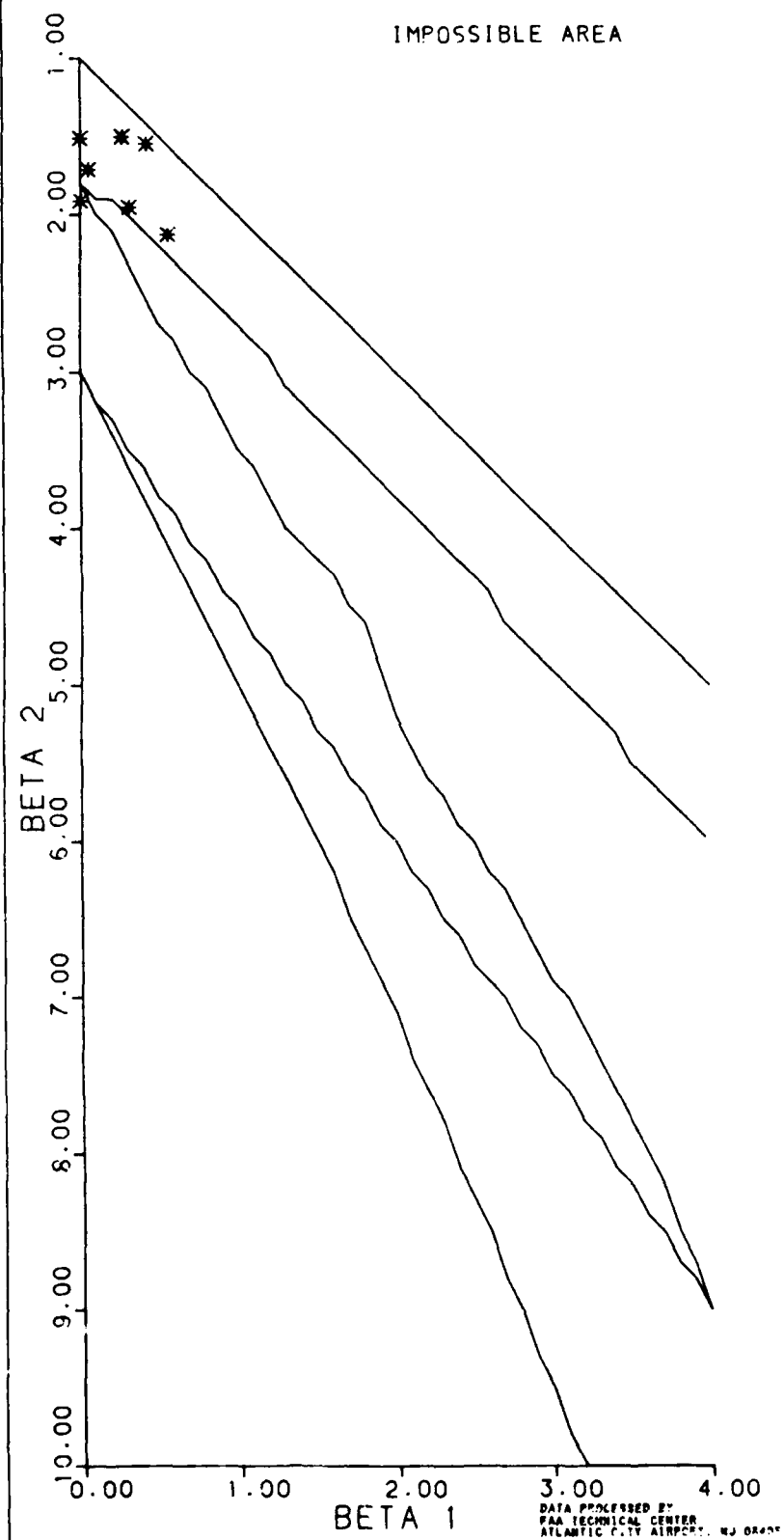
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 10.00 DEGREE CURVED DEPARTURES  
 CROSSTRACK POSITION (FT)



VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
10.00 DEGREE CURVED DEPARTURES  
ALTITUDE (FT)

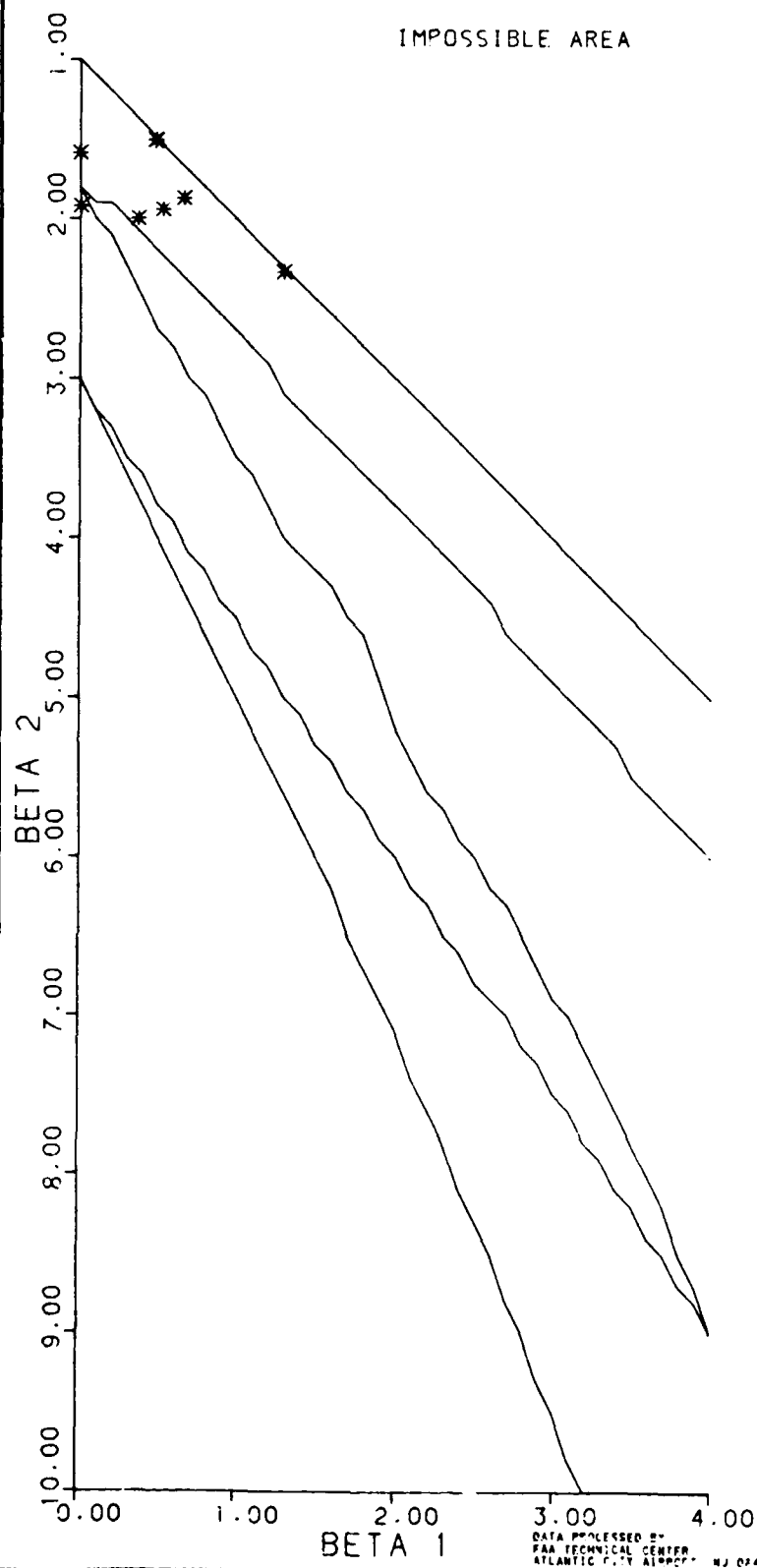


VMC DISTRIBUTION ANALYSIS -- OHS ONLY  
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 CROSSTRACK VELOCITY (FPM)

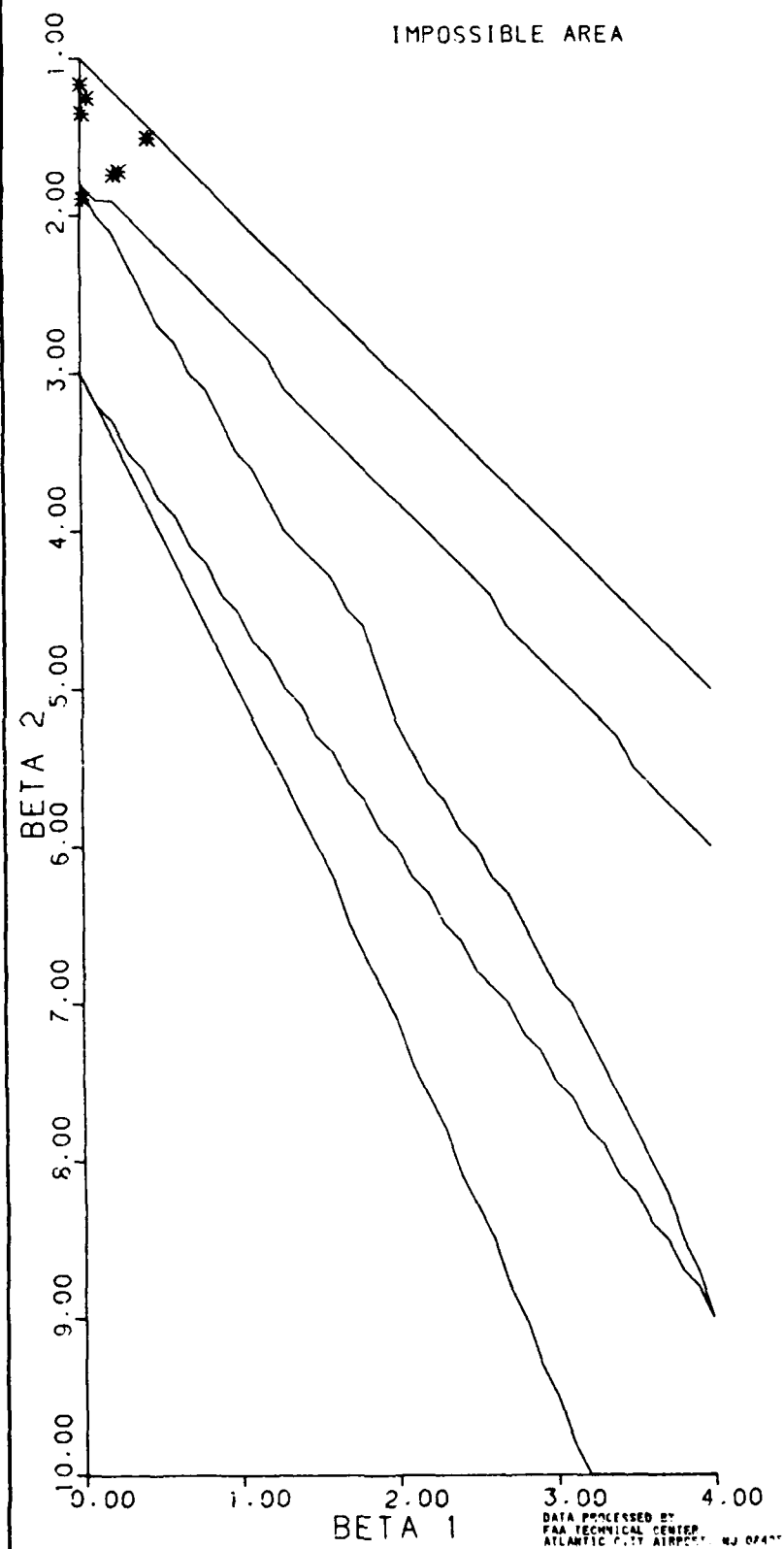




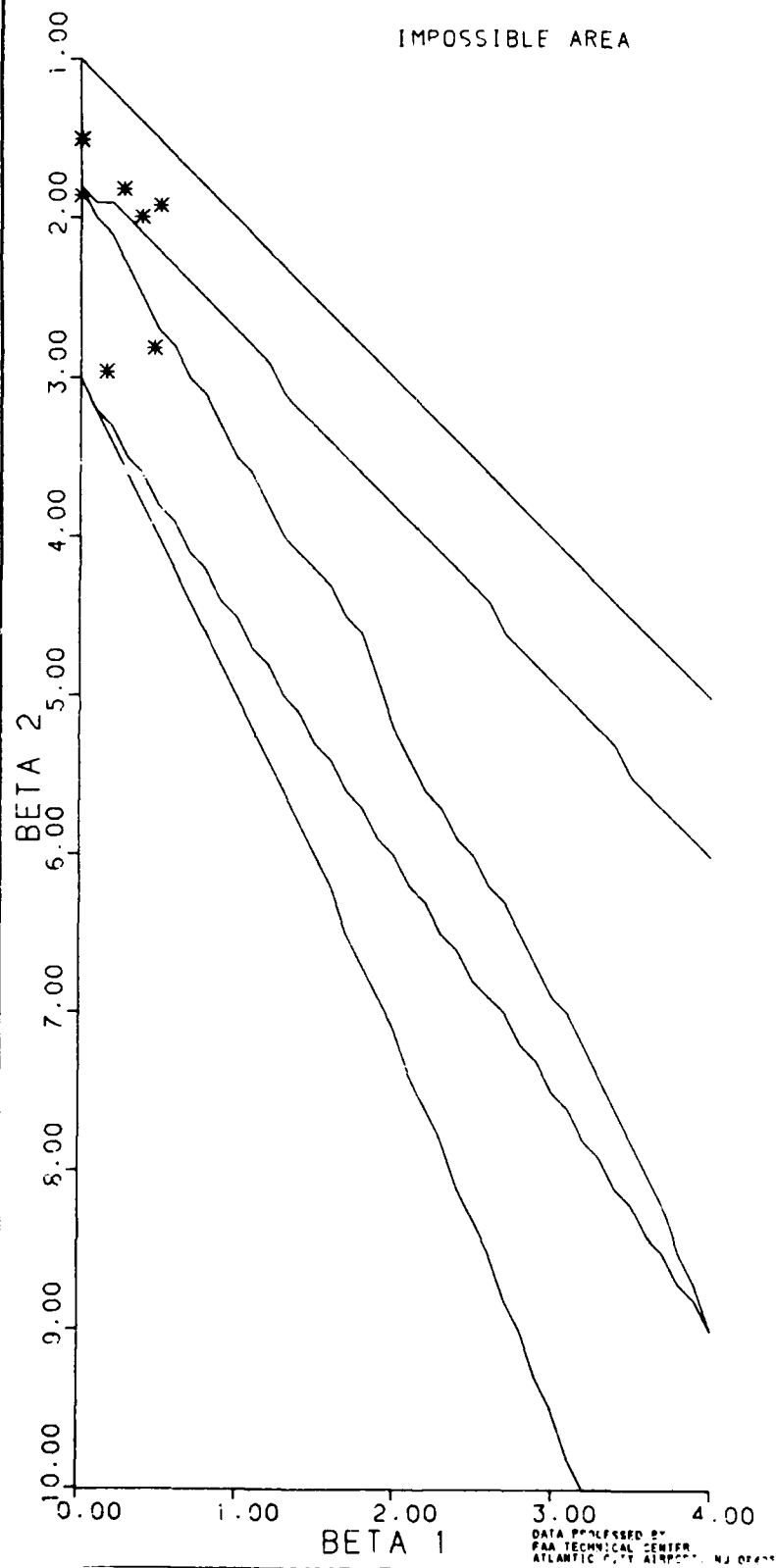
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 ALONGTRACK VELOCITY (FPM)



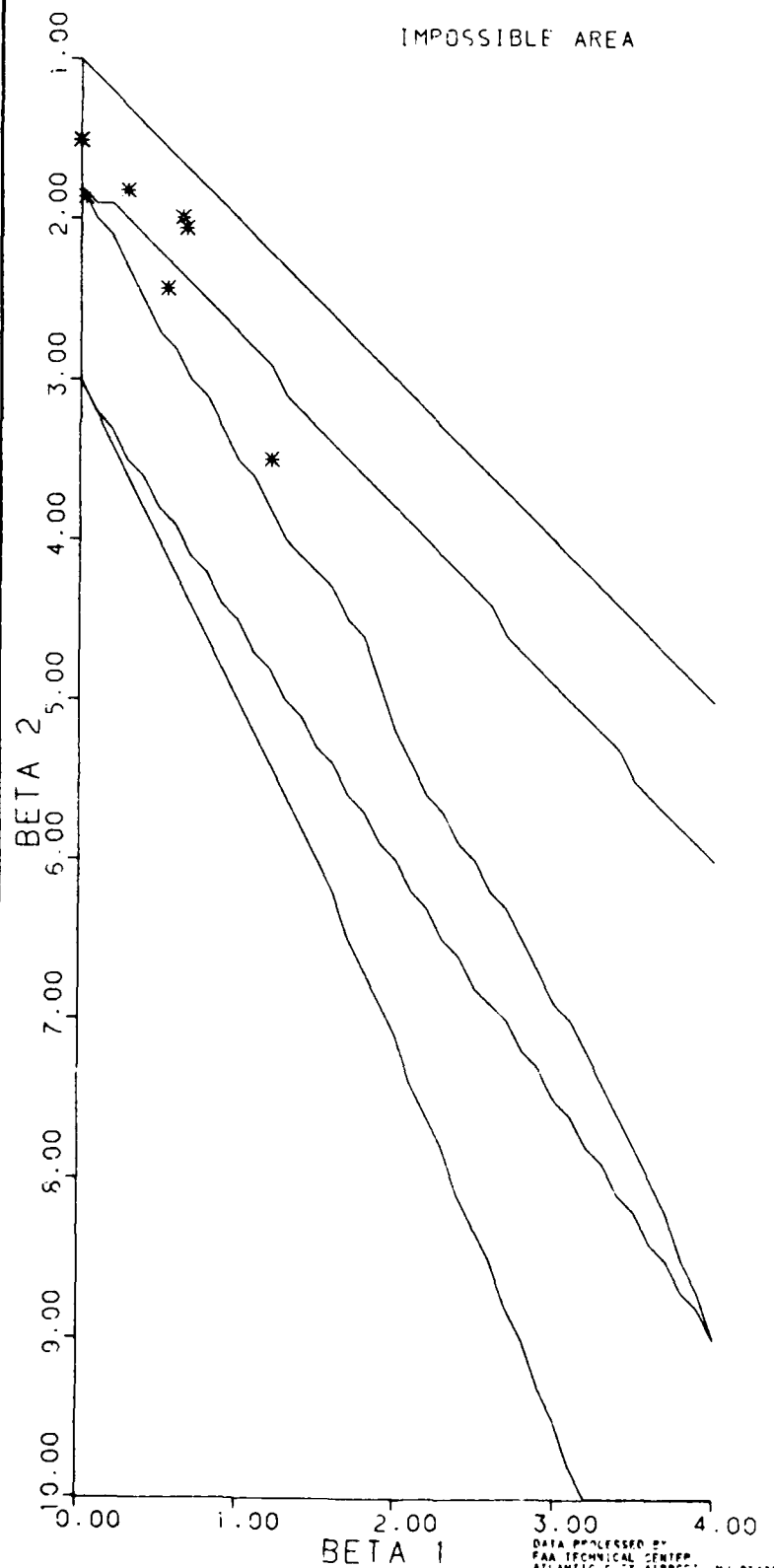
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
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 VERTICAL VELOCITY (FPM)



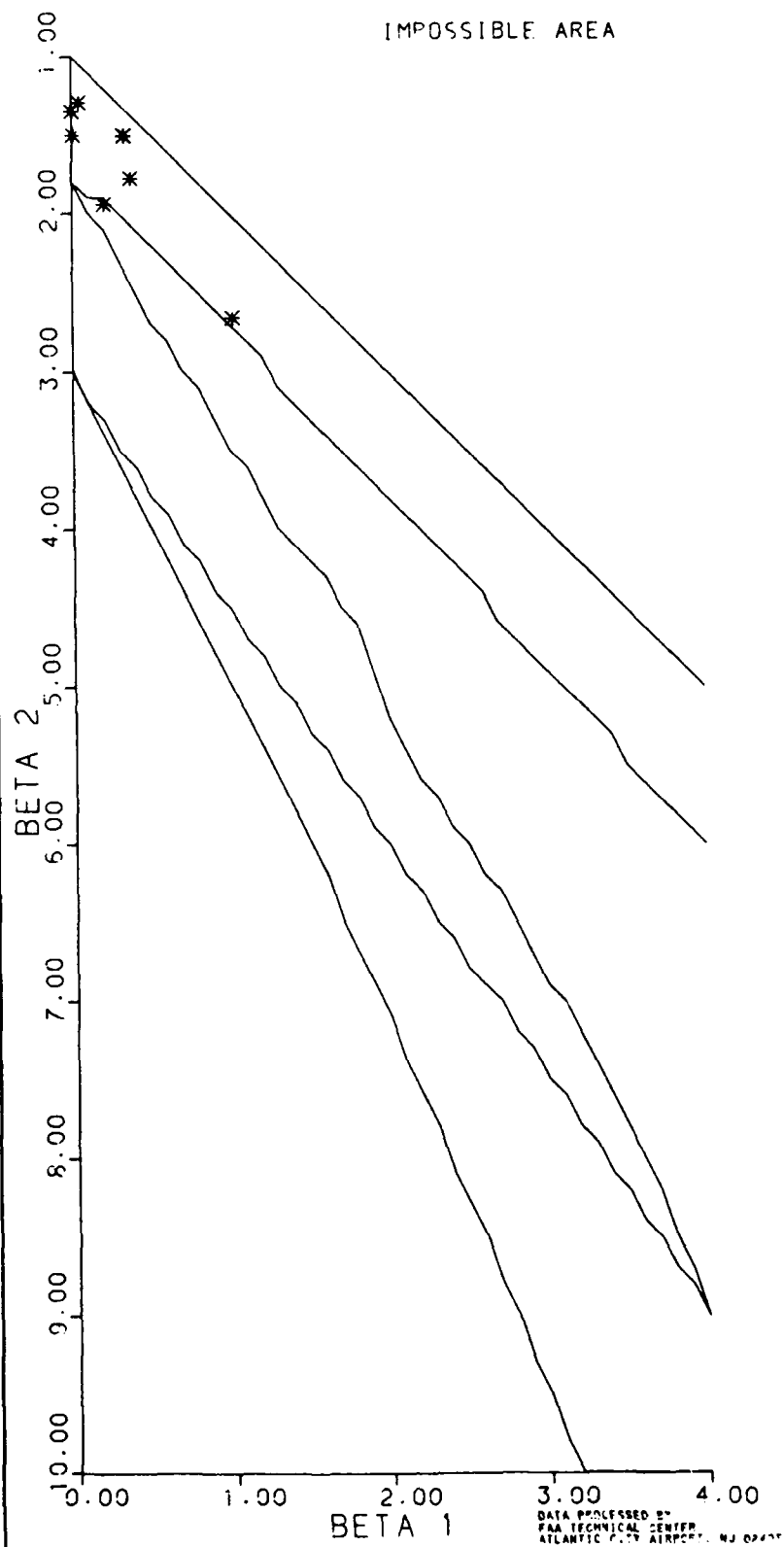
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 10.00 DEGREE CURVED DEPARTURES  
 GROUND SPEED (KNOTS)



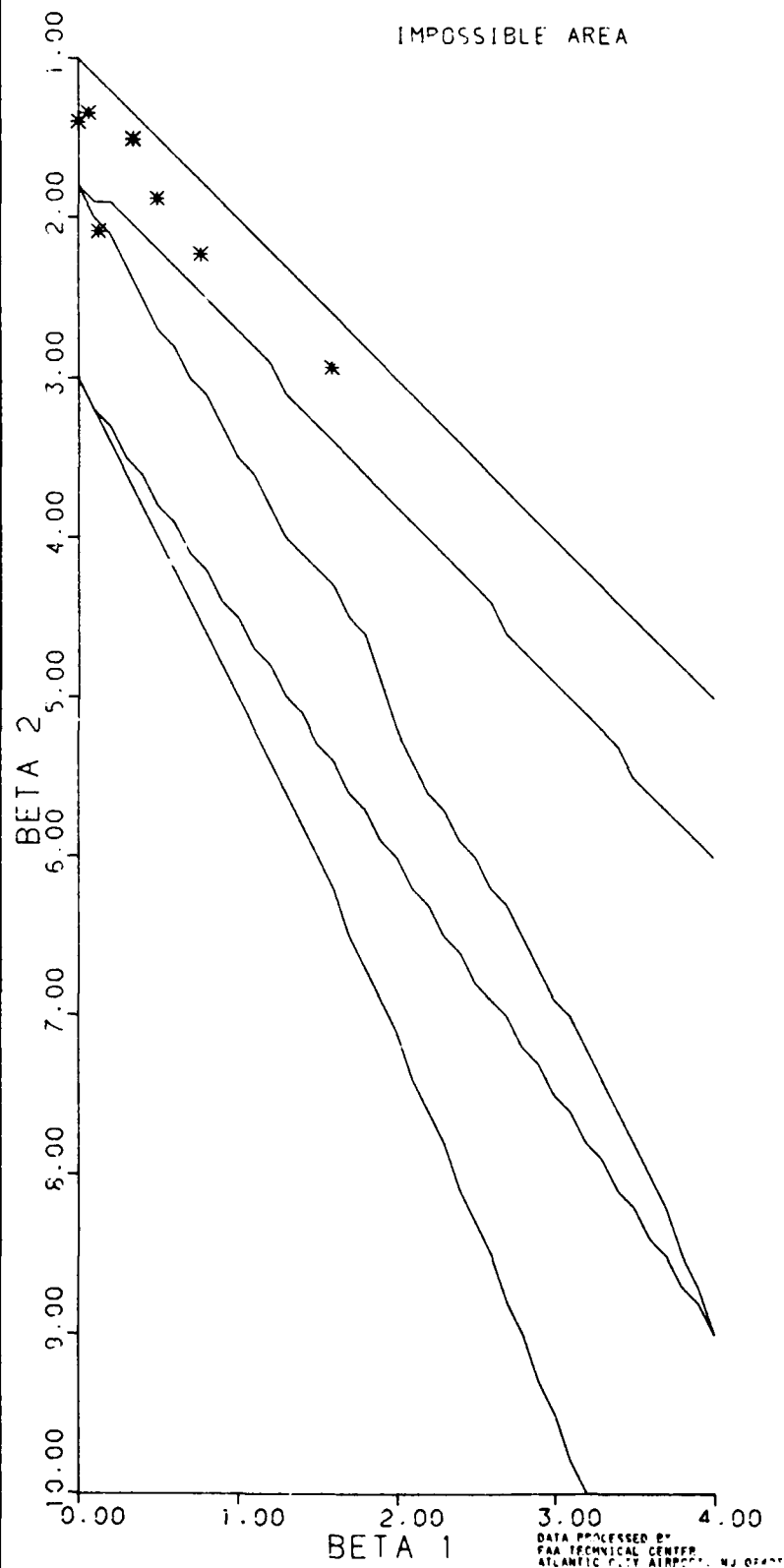
VMC DISTRIBUTION ANALYSIS -- 045 ONLY  
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 ALONGPATH SPEED (KNOTS)



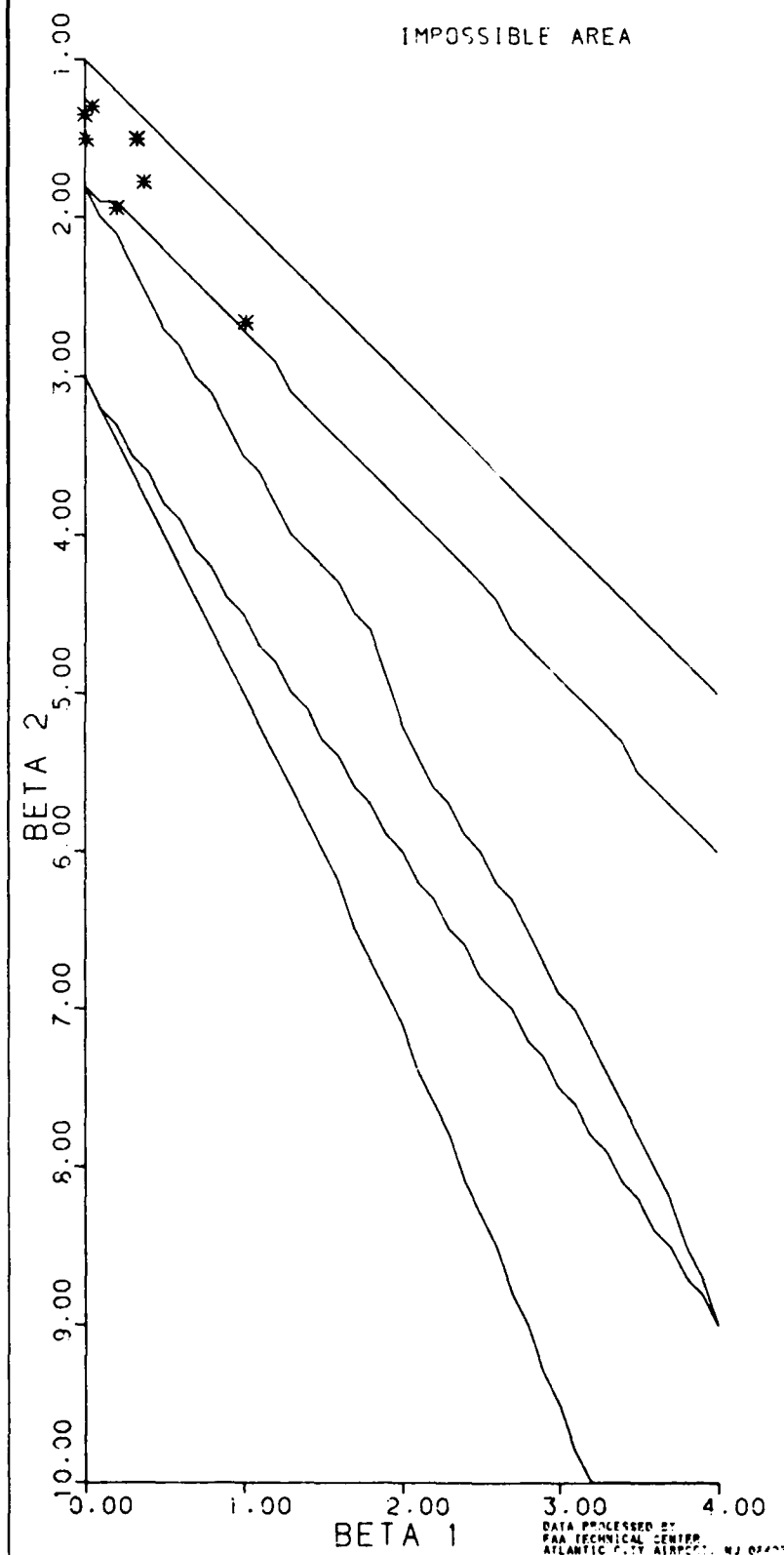
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 10.00 DEGREE CURVED DEPARTURES  
 ANGULAR ERROR (DEG)



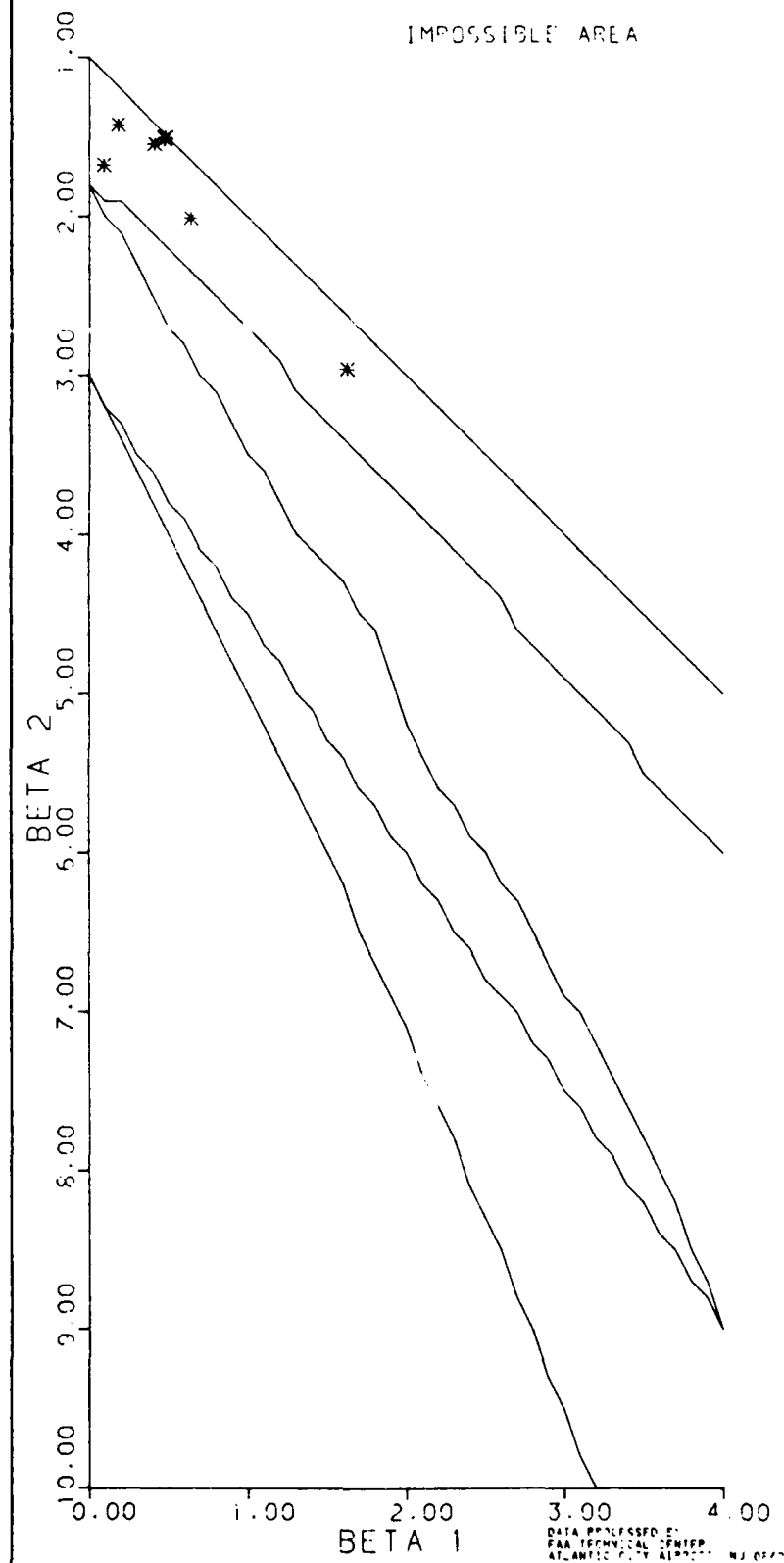
VMC DISTRIBUTION ANALYSIS -- CH5 ONLY  
 10.00 DEGREE CURVED DEPARTURES  
 ALTITUDE ERROR (FT)



VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 10.00 DEGREE CURVED DEPARTURES  
 ANGULAR POSITION (DEG)

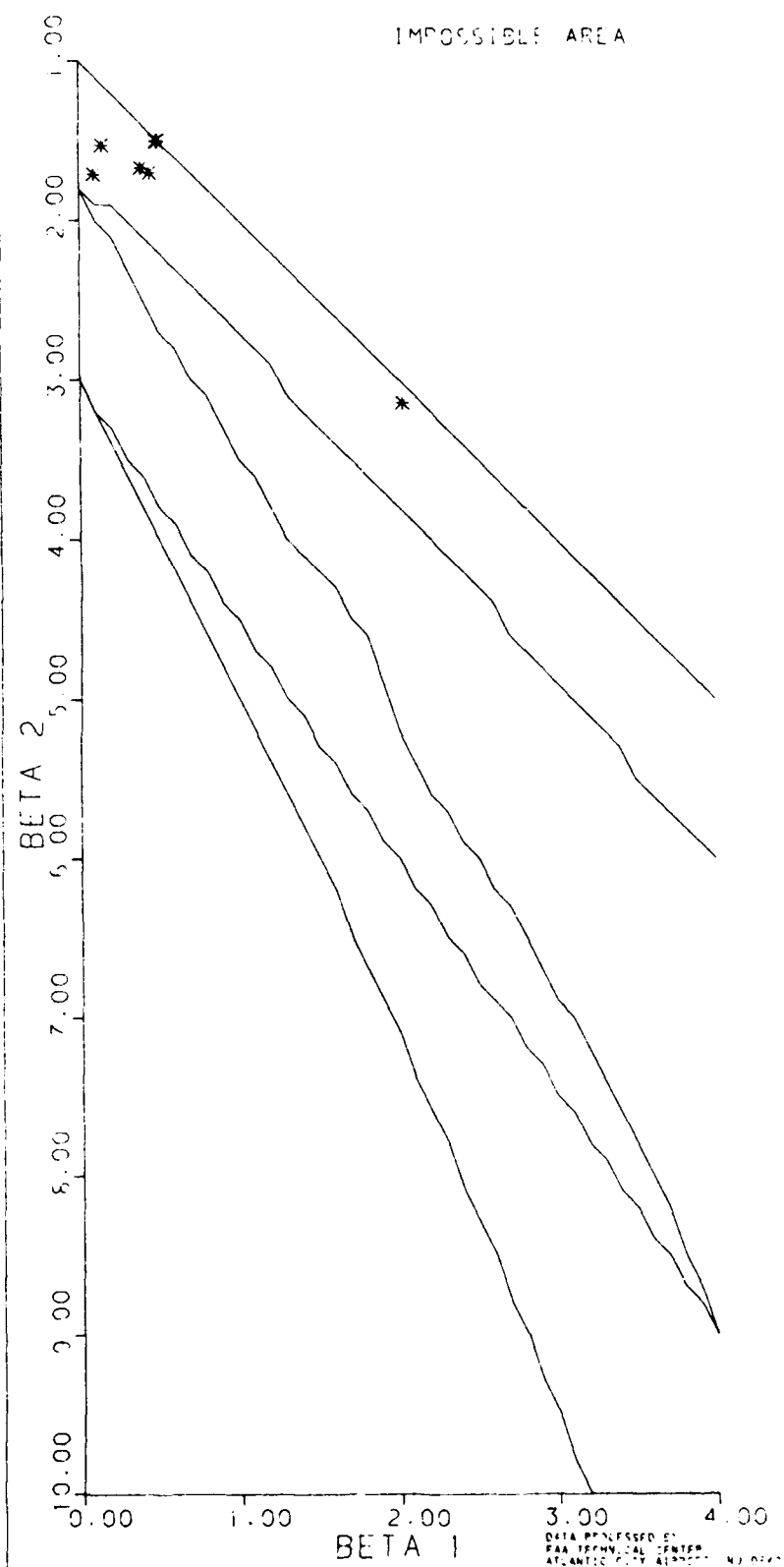


VMC DISTRIBUTION ANALYSIS -- OHS ONLY  
 12.00 DEGREE CURVED DEPARTURES  
 CROSSTRACK POSITION (FT)

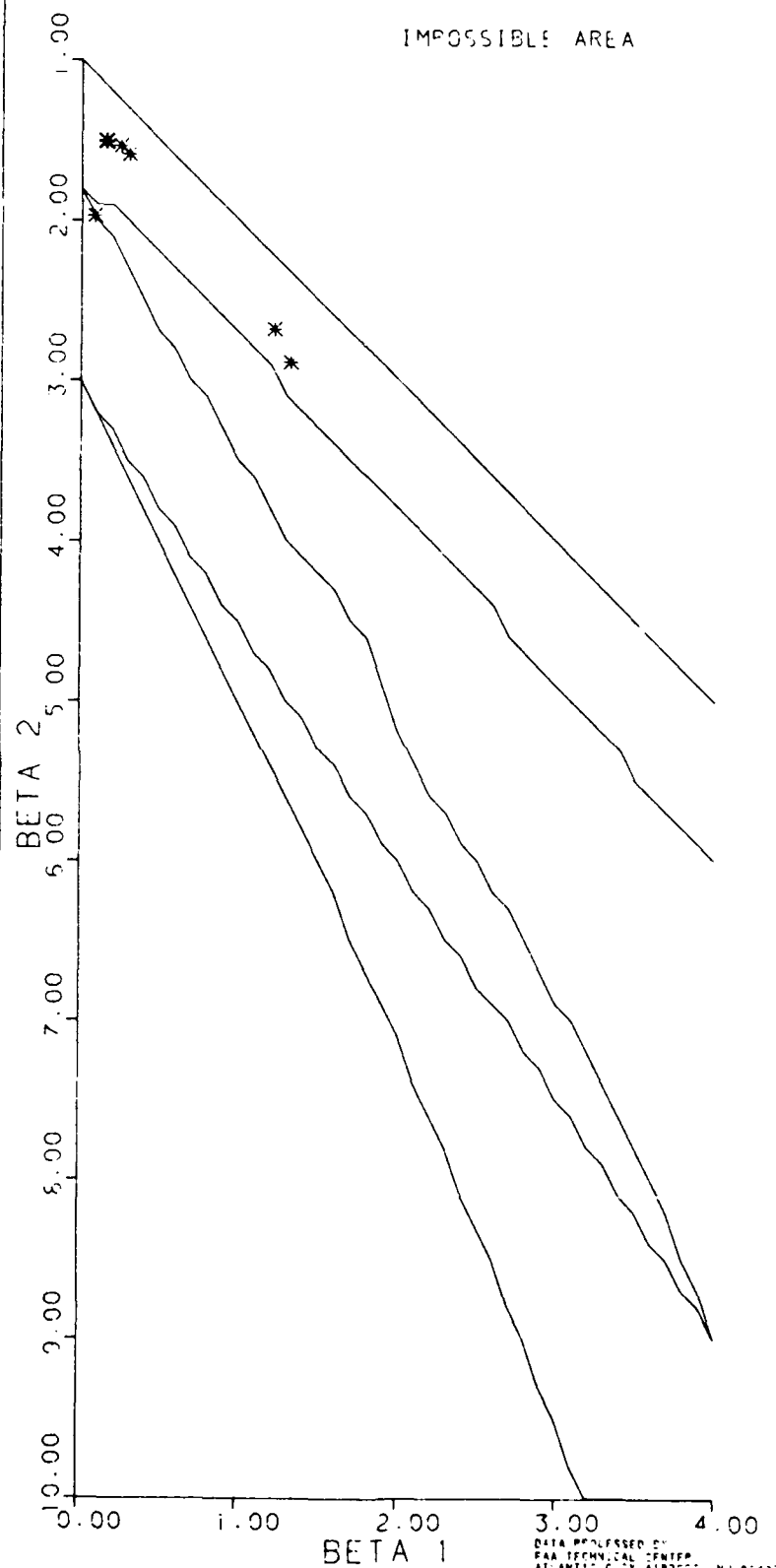




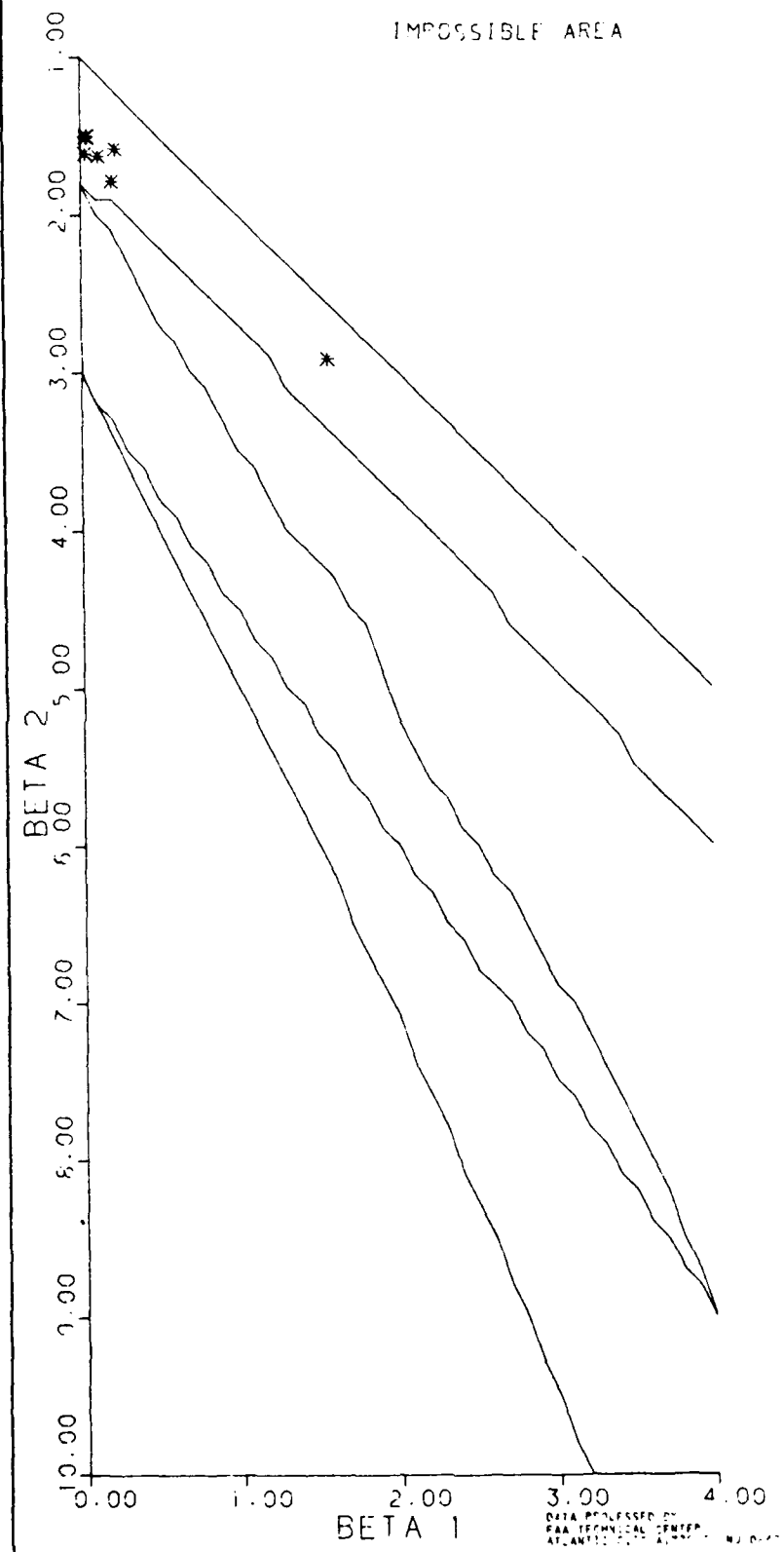
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 ALTITUDE (FT)



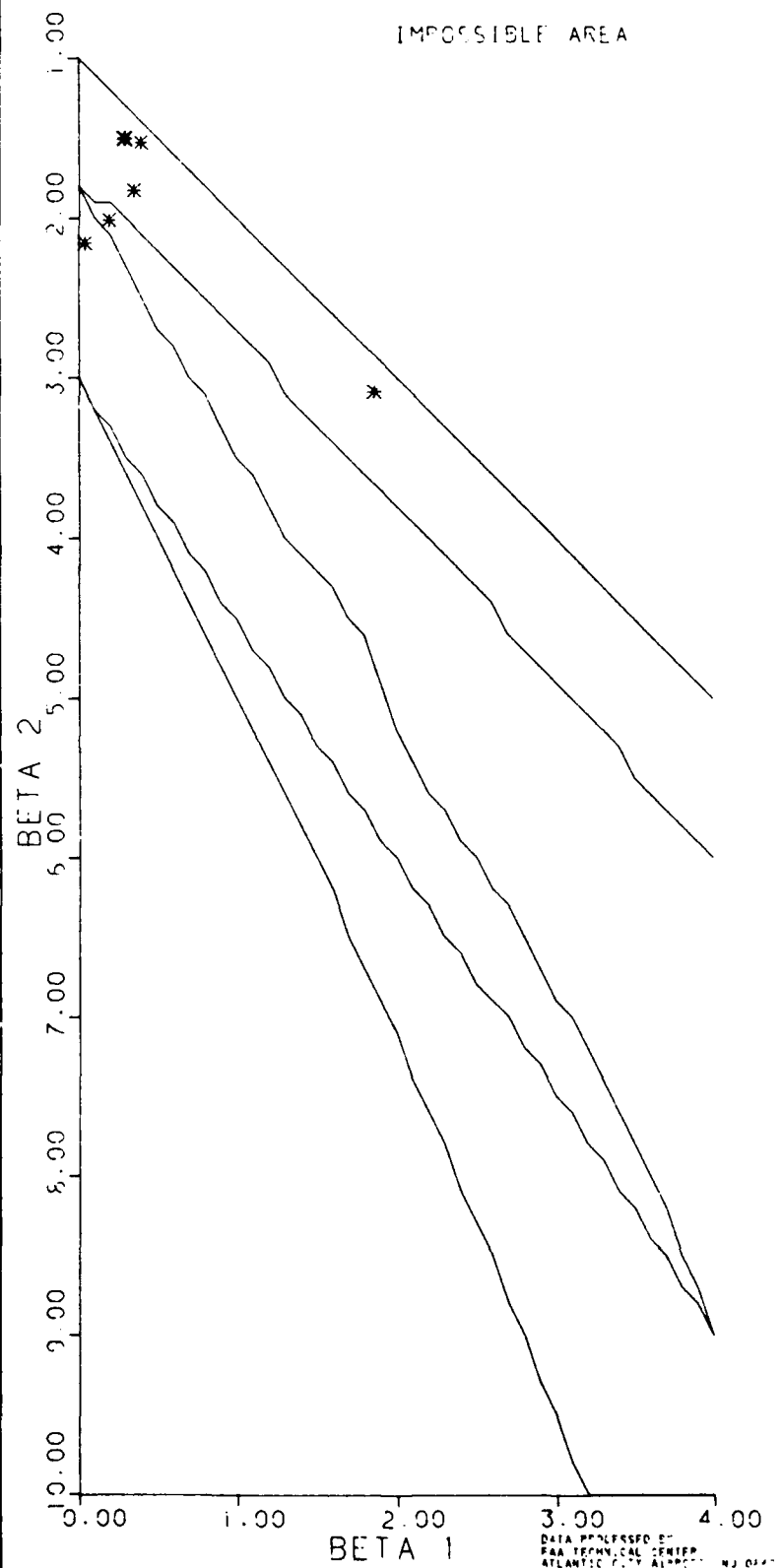
VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 12.00 DEGREE CURVED DEPARTURES  
 CROSSTRACK VELOCITY (FPM)



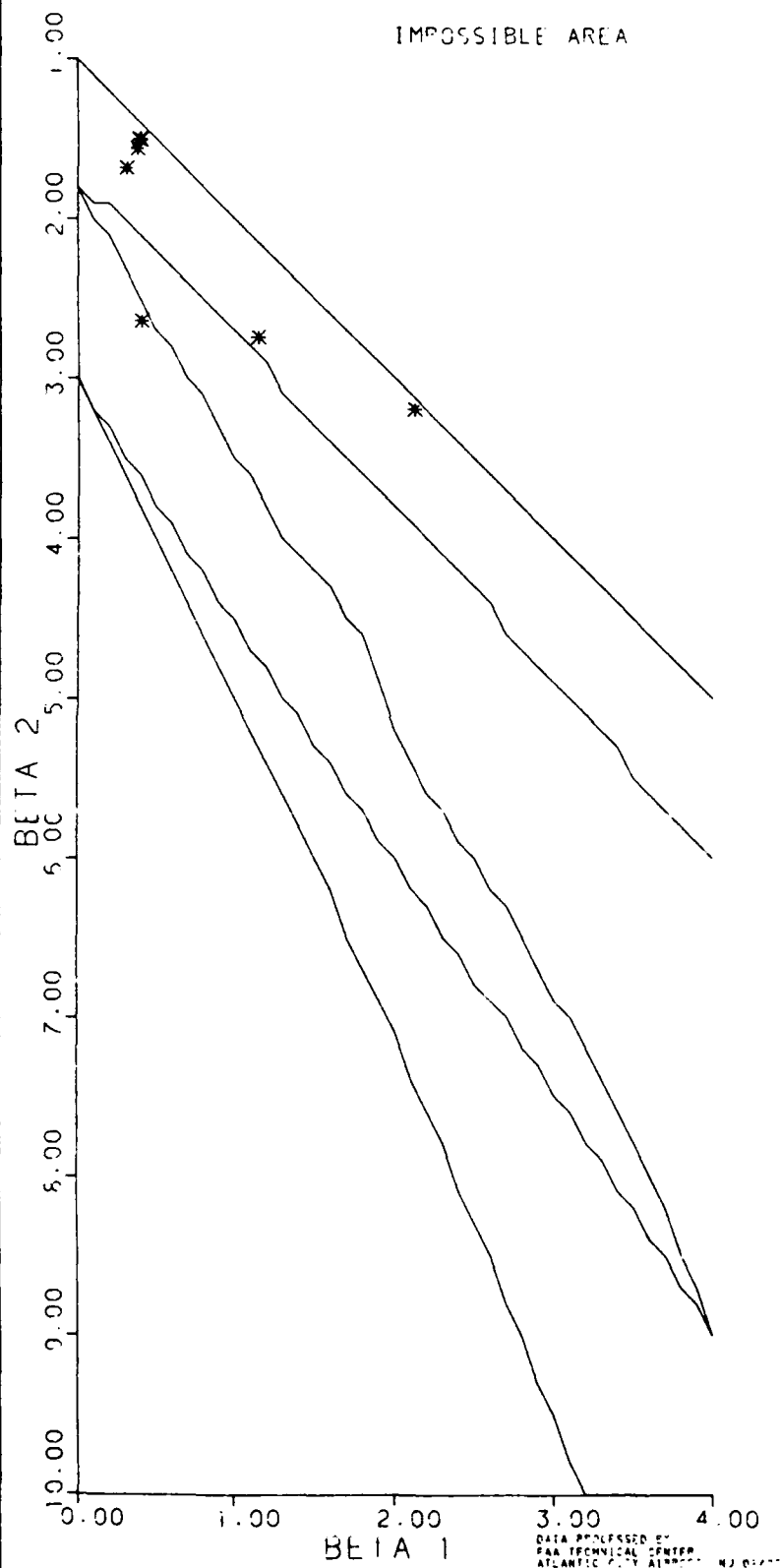
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 ALONG TRACK VELOCITY (FPM)



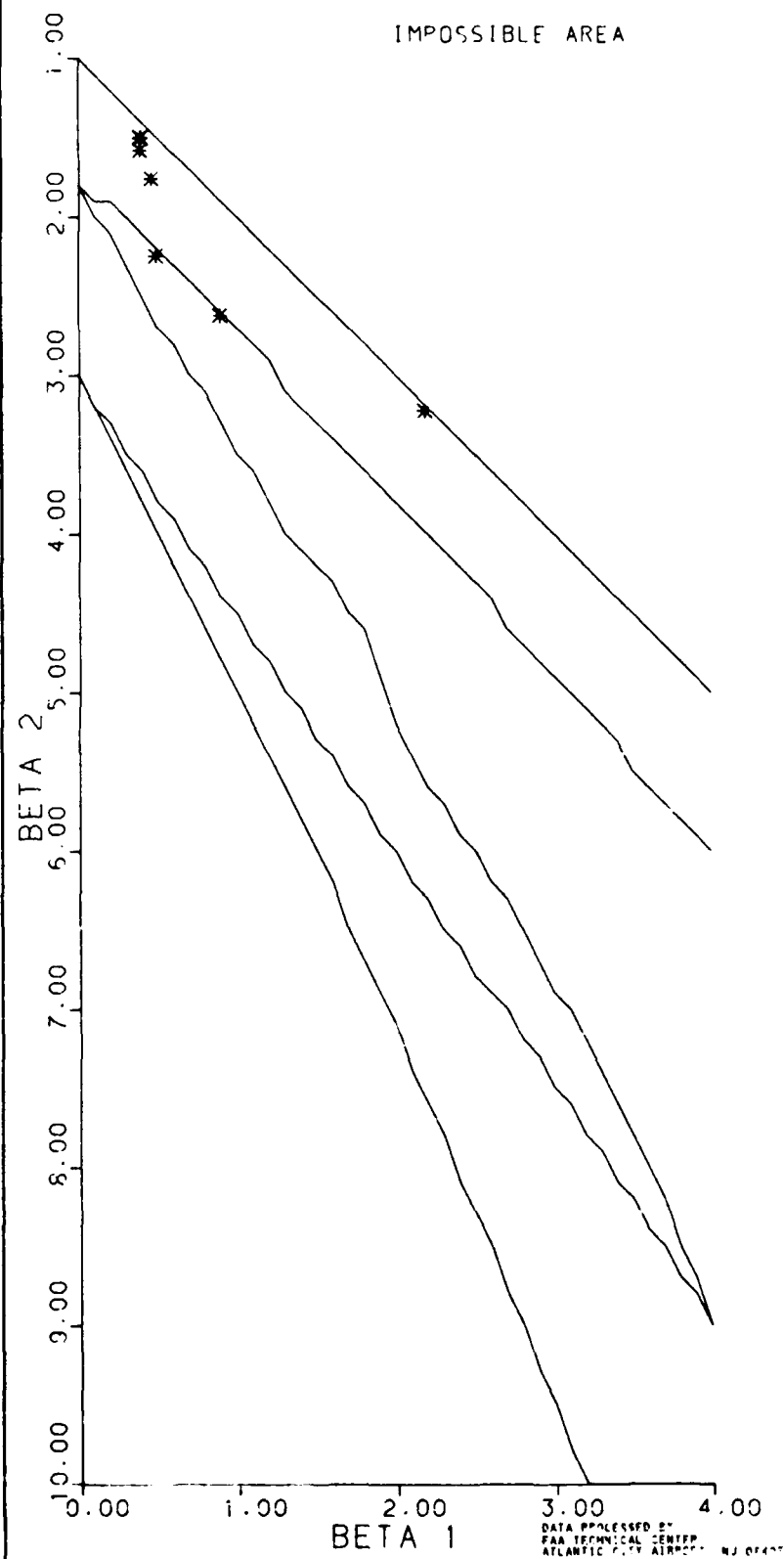
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 VERTICAL VELOCITY (FPM)



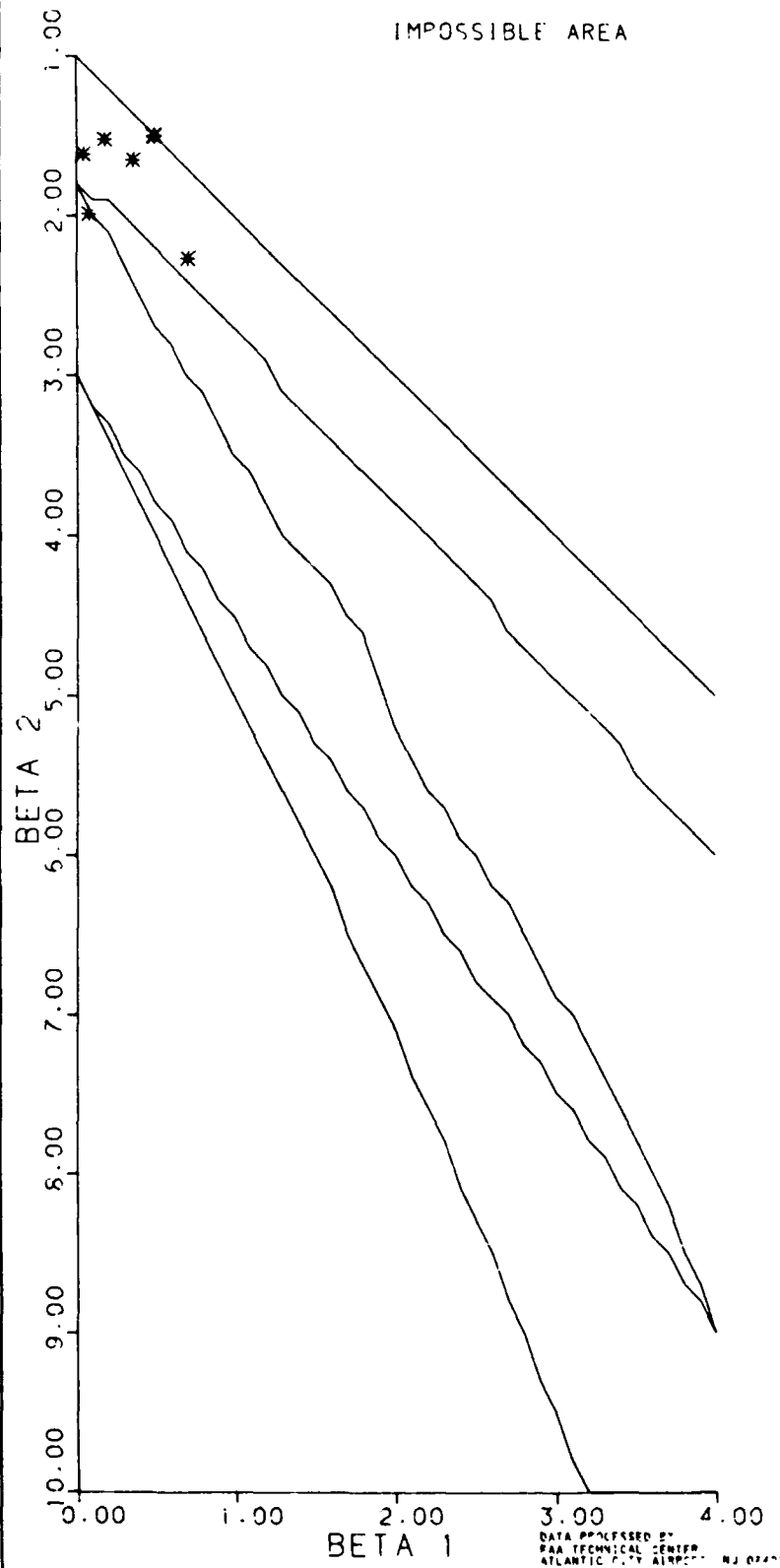
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 12.00 DEGREE CURVED DEPARTURES  
 GROUND SPEED (KNOTS)



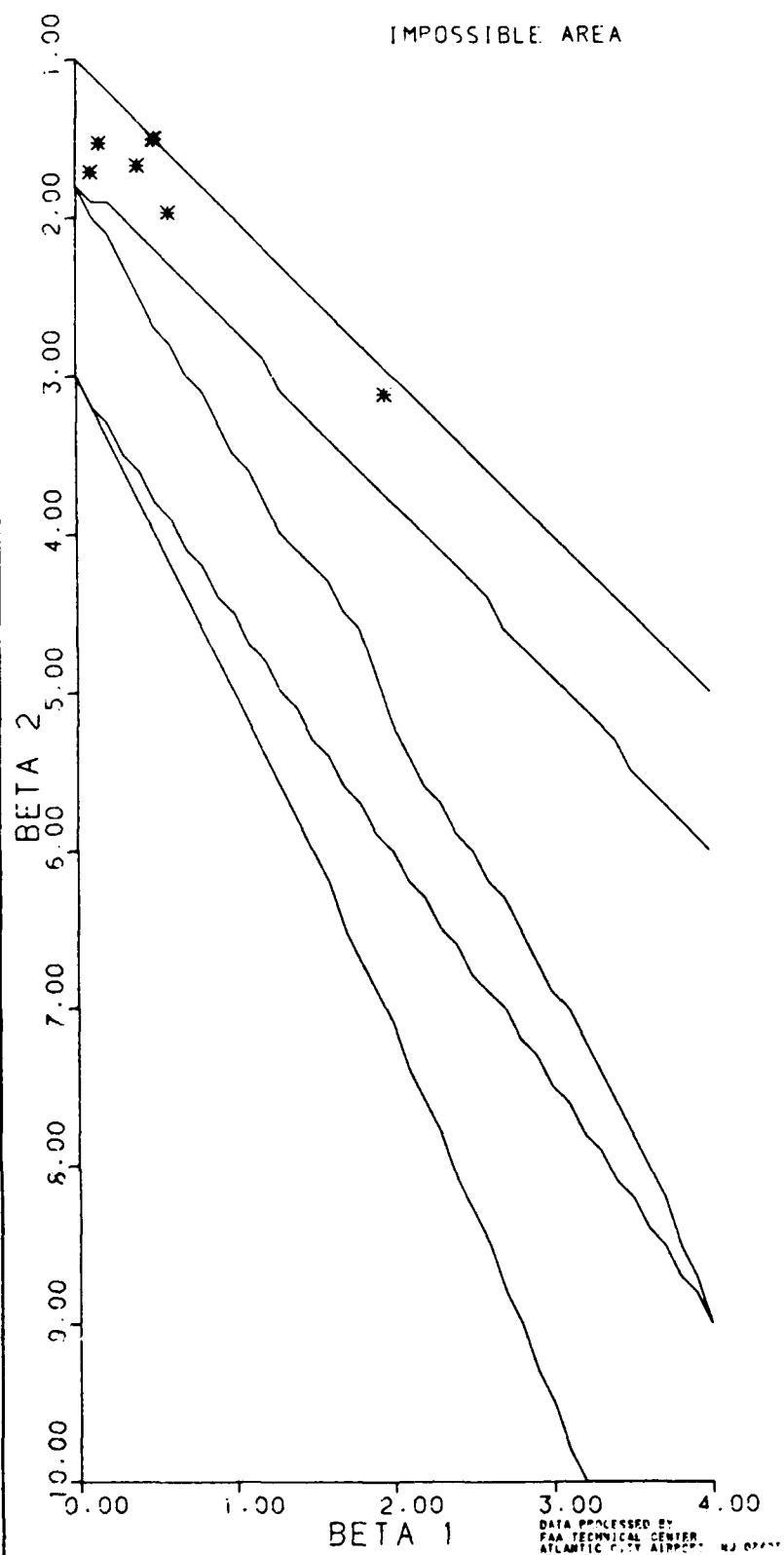
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 12.00 DEGREE CURVED DEPARTURES  
 ALONGPATH SPEED (KNOTS)



VIC DISTRIBUTION ANALYSIS -- OH6 ONLY  
 12.00 DEGREE CURVED DEPARTURES  
 ANGULAR ERROR (DEG)

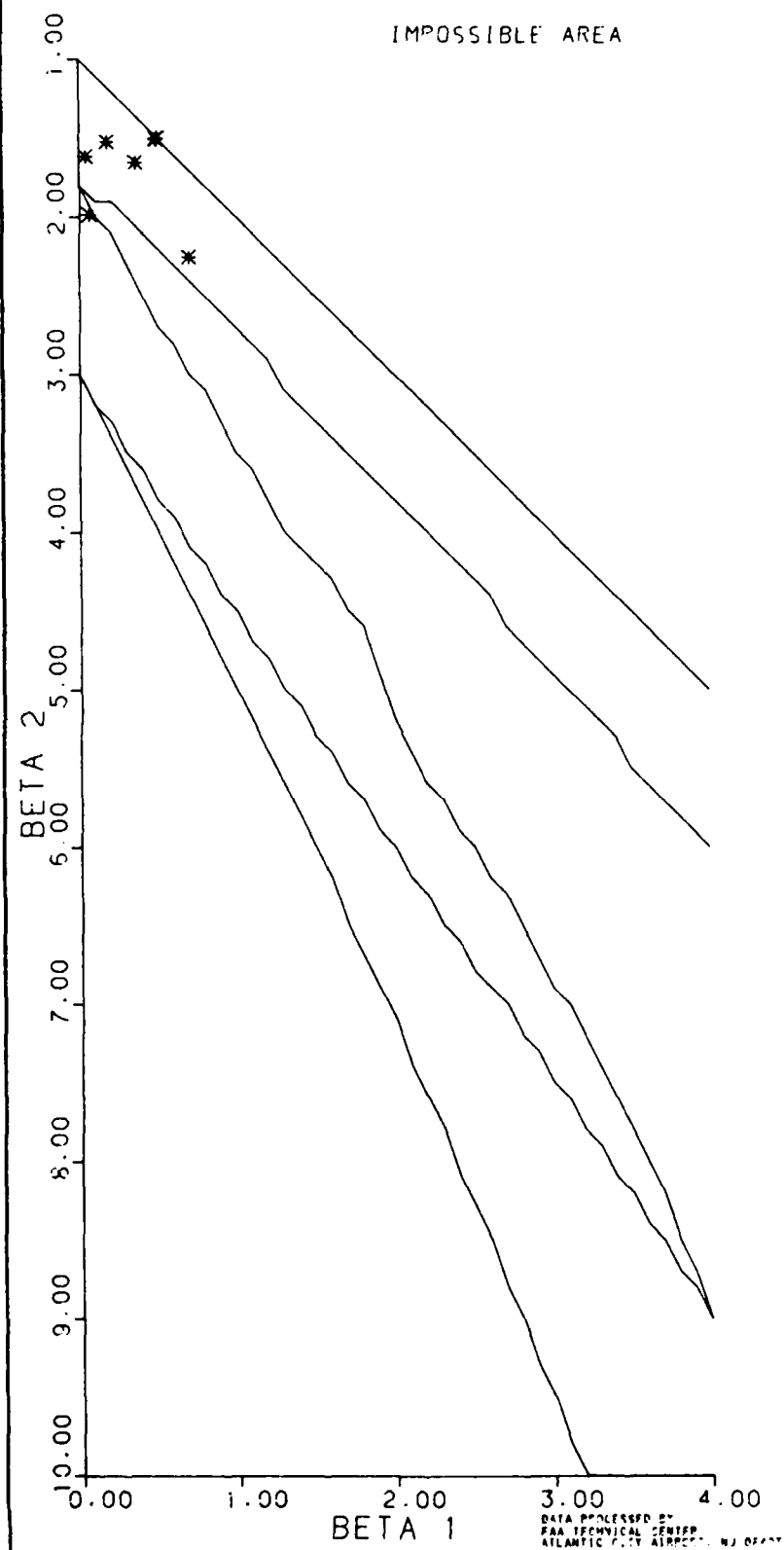


VMC DISTRIBUTION ANALYSIS -- OH5 ONLY  
 12.00 DEGREE CURVED DEPARTURES  
 ALTITUDE ERROR (FT)





VMC DISTRIBUTION ANALYSIS -- 046 ONLY  
 12.00 DEGREE CURVED DEPARTURES  
 ANGULAR POSITION (DEG)



APPENDIX D

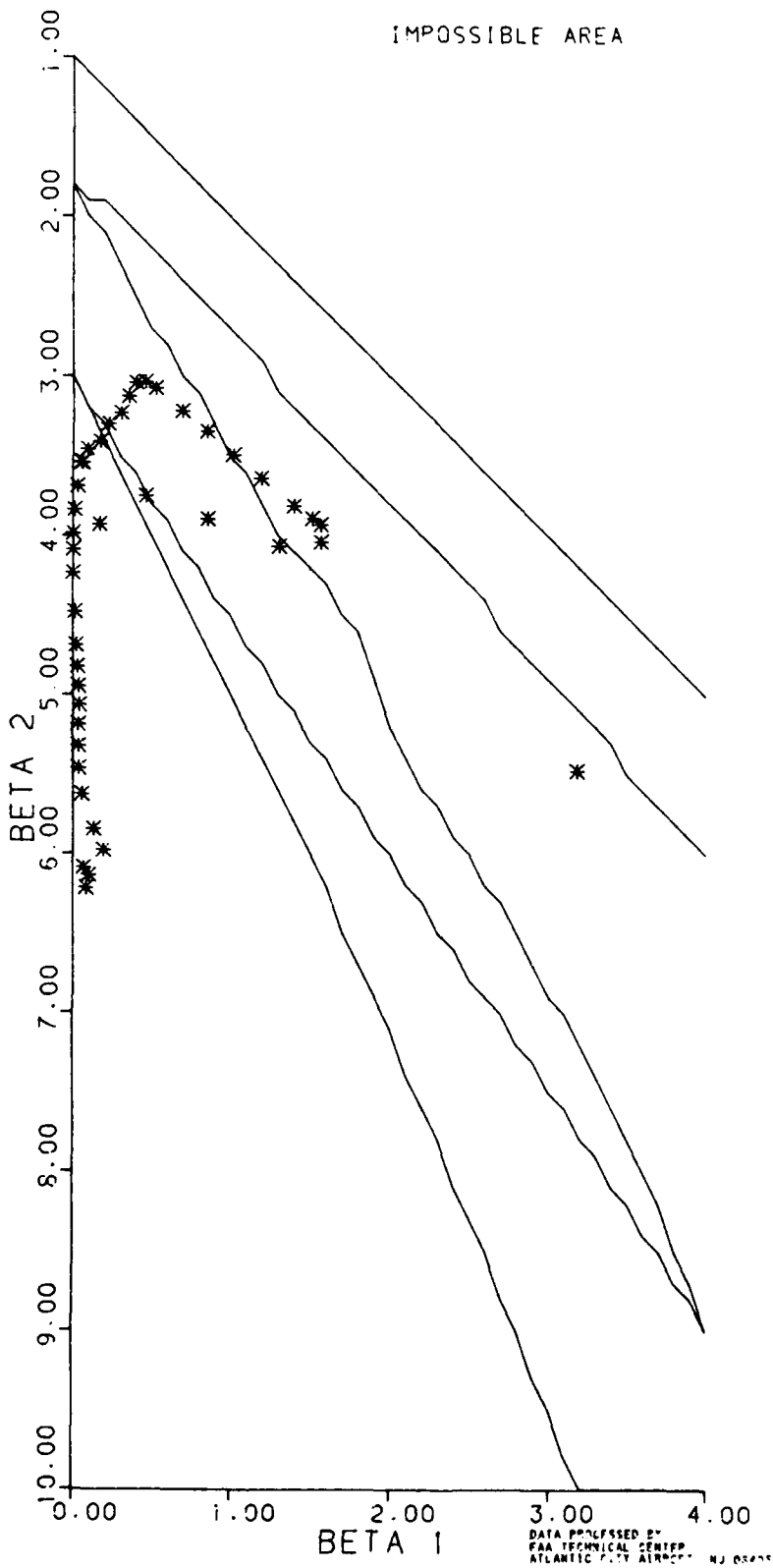
PEARSON PRODUCT MOMENT PLOTS FOR ALL AIRCRAFT DATA

The plots presented in this appendix are arranged in a specific order. To make it easier to find a particular plot the order of the plots are explained here.

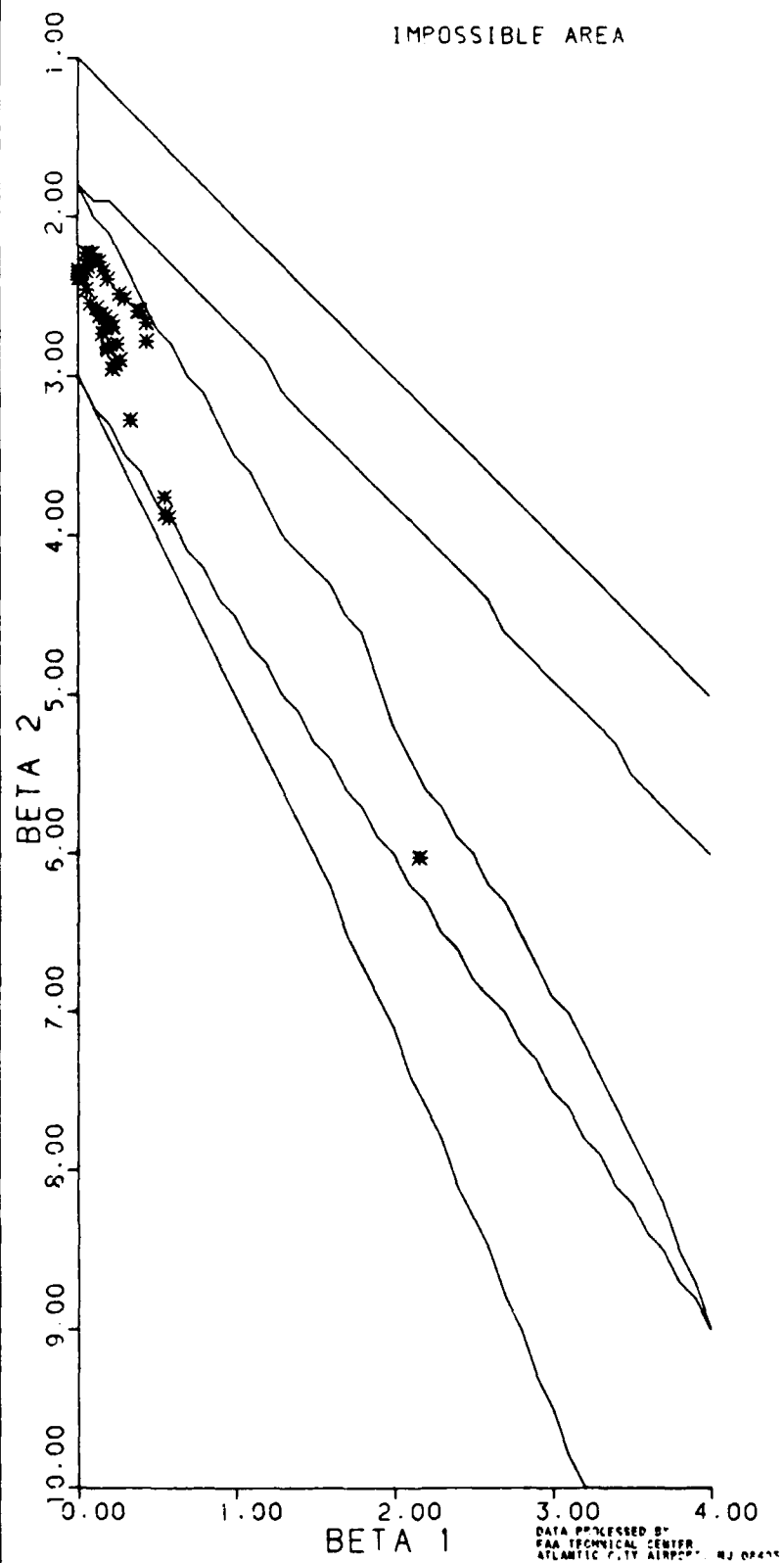
There are four major divisions of the plots they are (in order of presentation); straight-in approaches, curved approaches, straight-out departures, and curved departures. There are three first line subdivisions in each of the major divisions. For approaches they are: 7.125°, 8.00°, and 10.00° approaches. For departures they are: 7.125°, 10.00°, and 12.00° departures.

There are ten second line subdivisions in each first line division. The subdivisions for all first line subdivisions are: crosstrack position (ft), altitude (ft), crosstrack velocity (fpm), along-track velocity (fpm), vertical velocity (fpm), groundspeed (kts), along path speed (kts), angular error (deg), altitude error (ft), and angular position (deg).

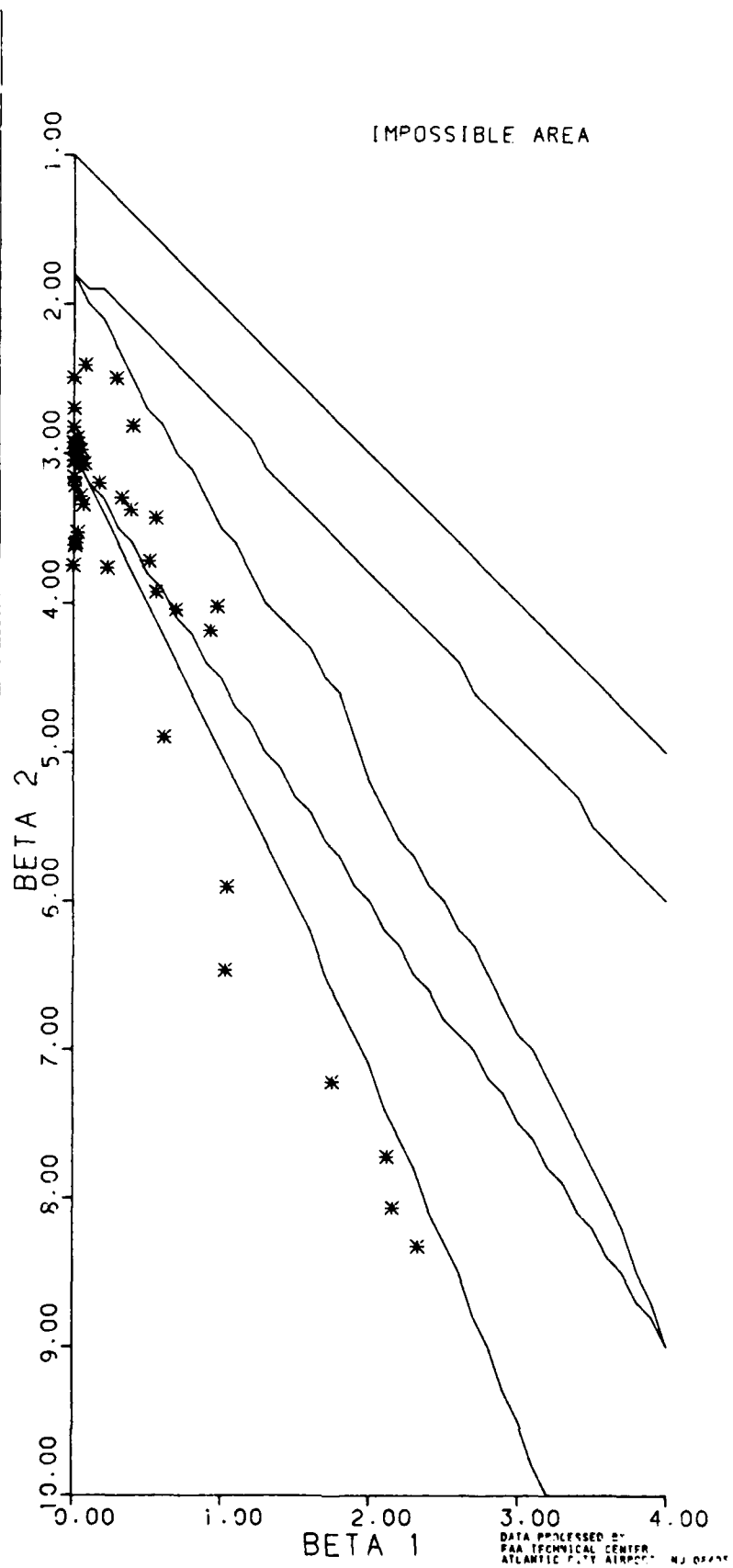
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK POSITION (FT)



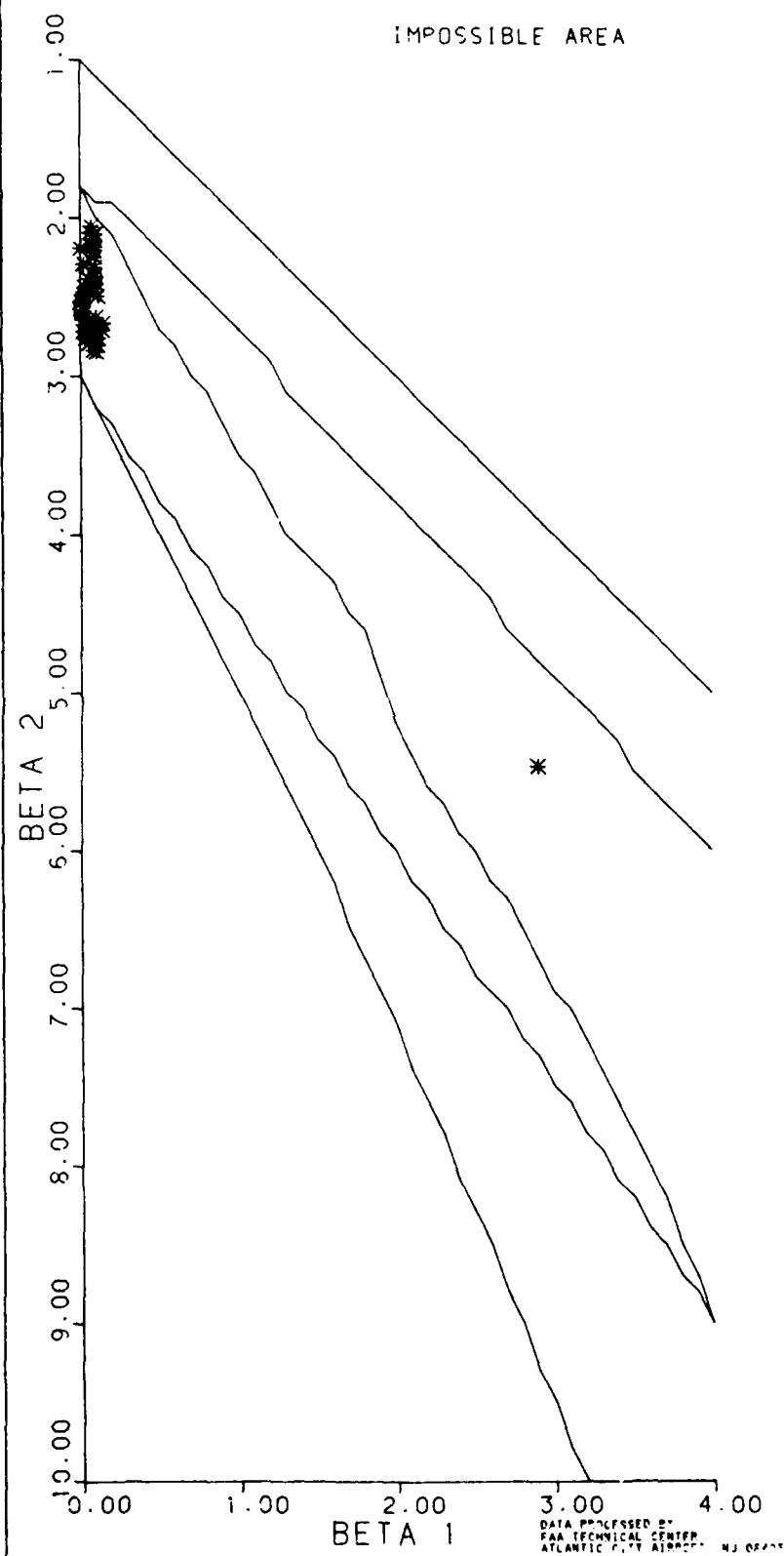
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE (FT)



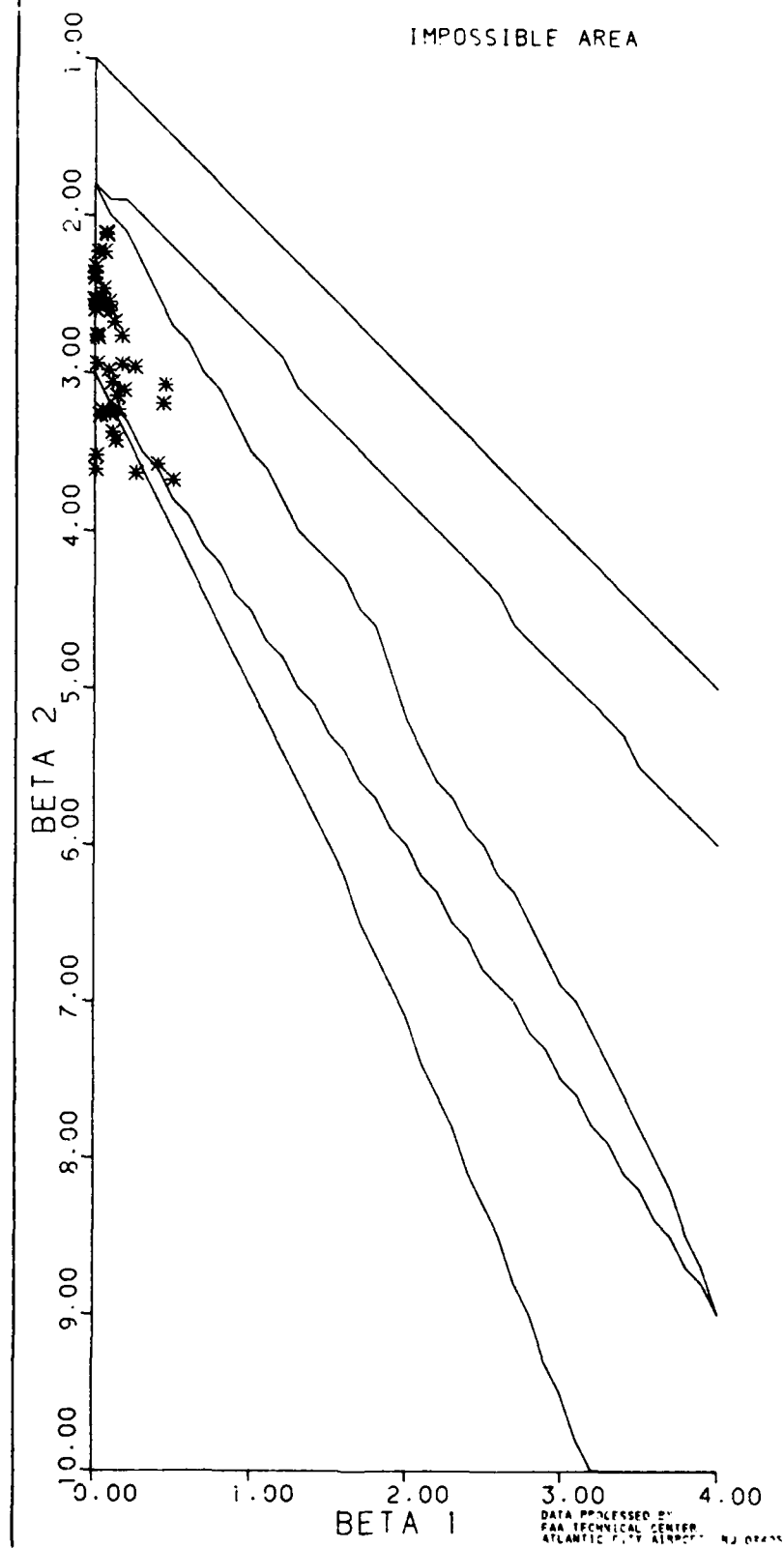
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK VELOCITY (FPM)



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 ALONGTRACK VELOCITY (FPM)

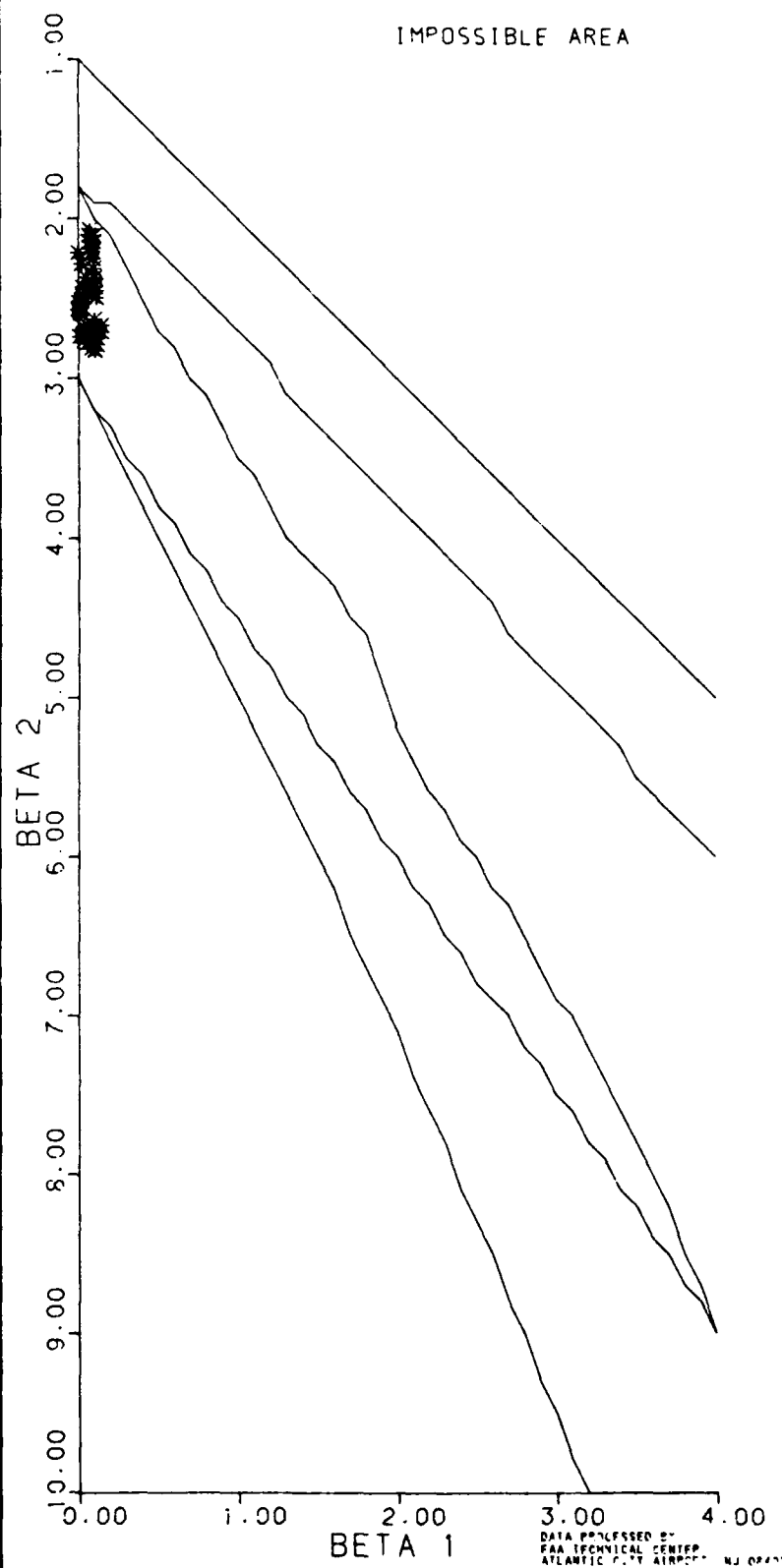


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 VERTICAL VELOCITY (FPM)

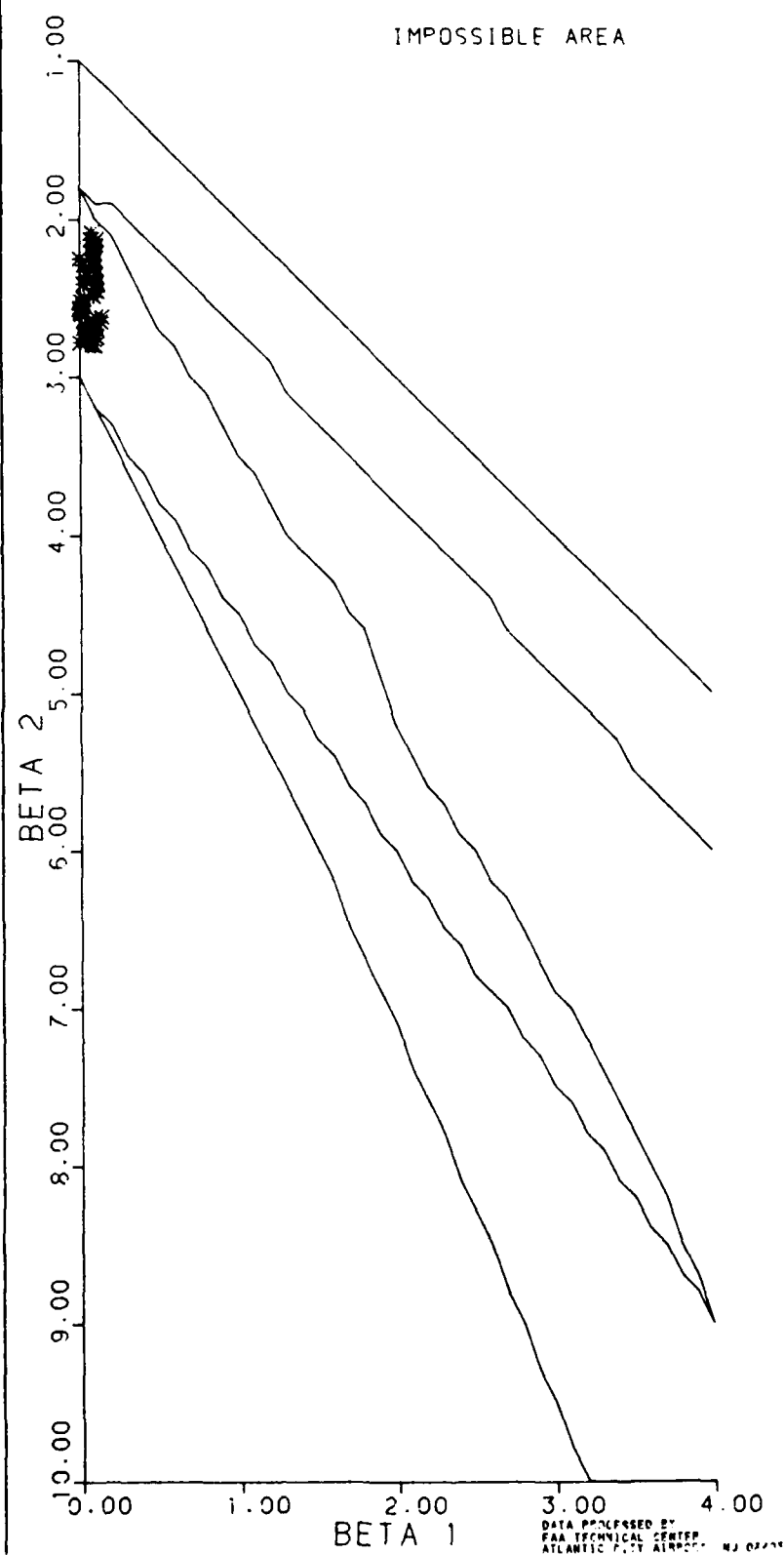




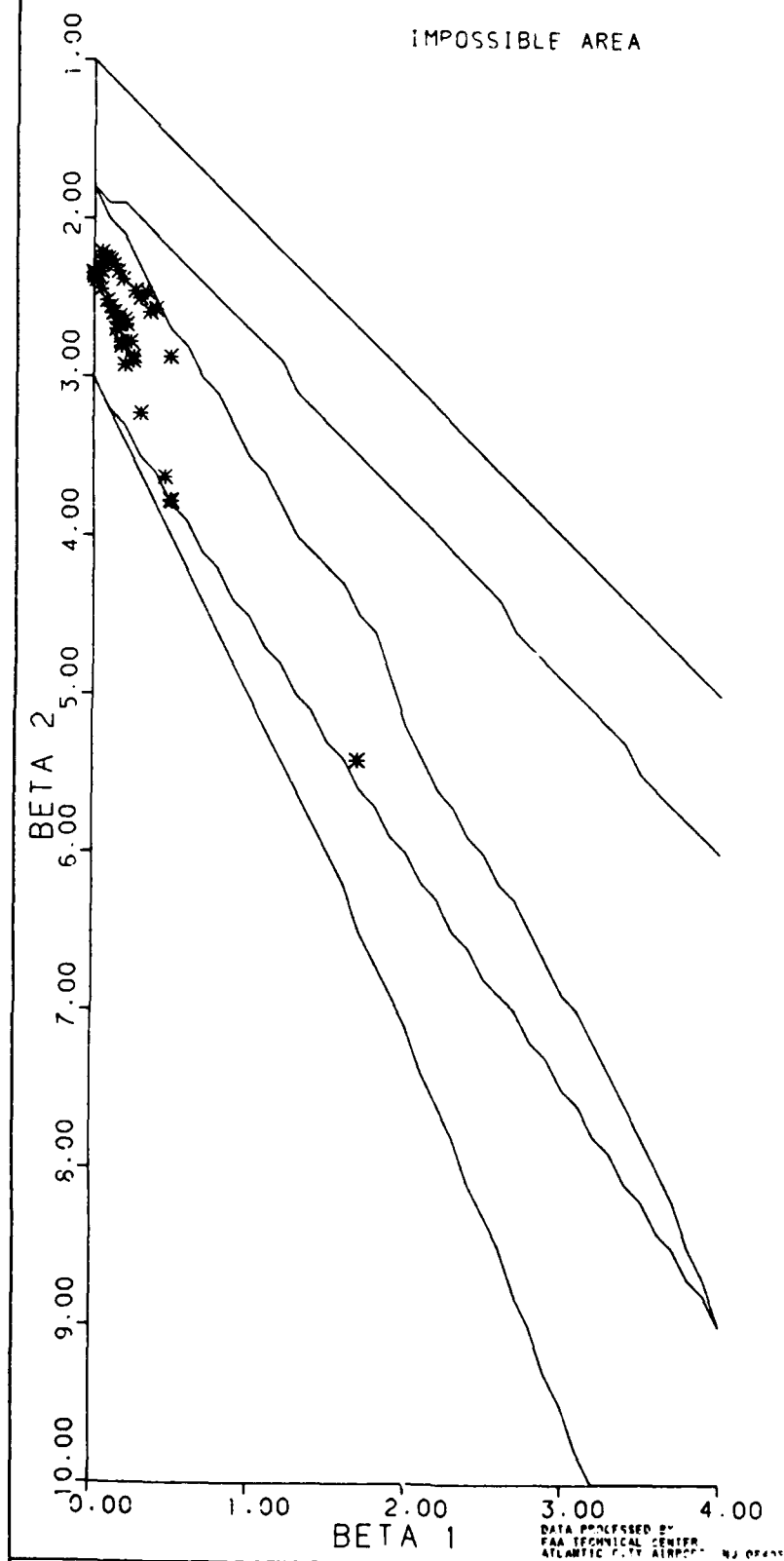
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 GROUND SPEED (KNOTS)



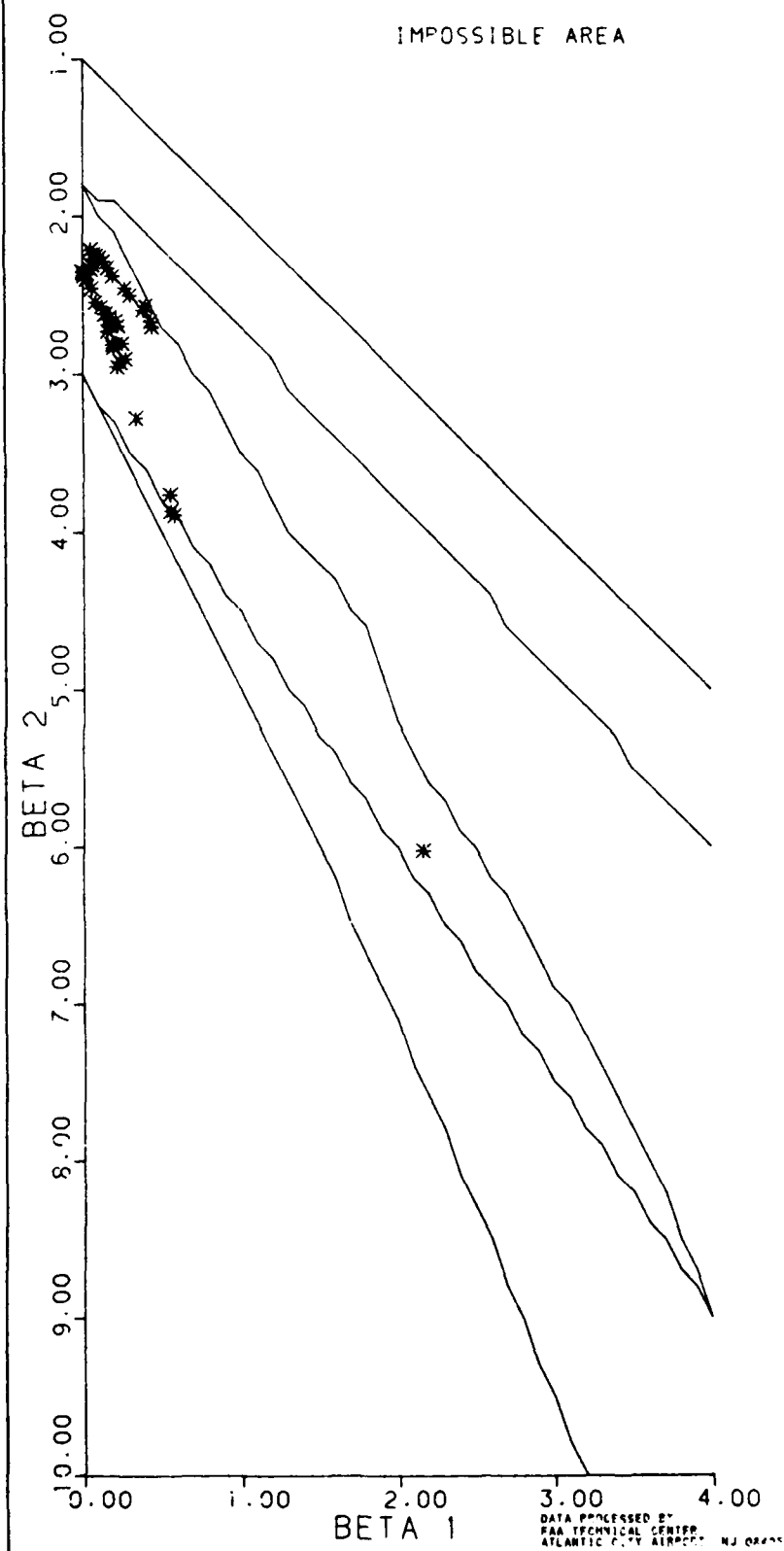
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 7.125 DEGREE STRAIGHT IN APPROACHES  
 ALONGPATH SPEED (KNOTS)



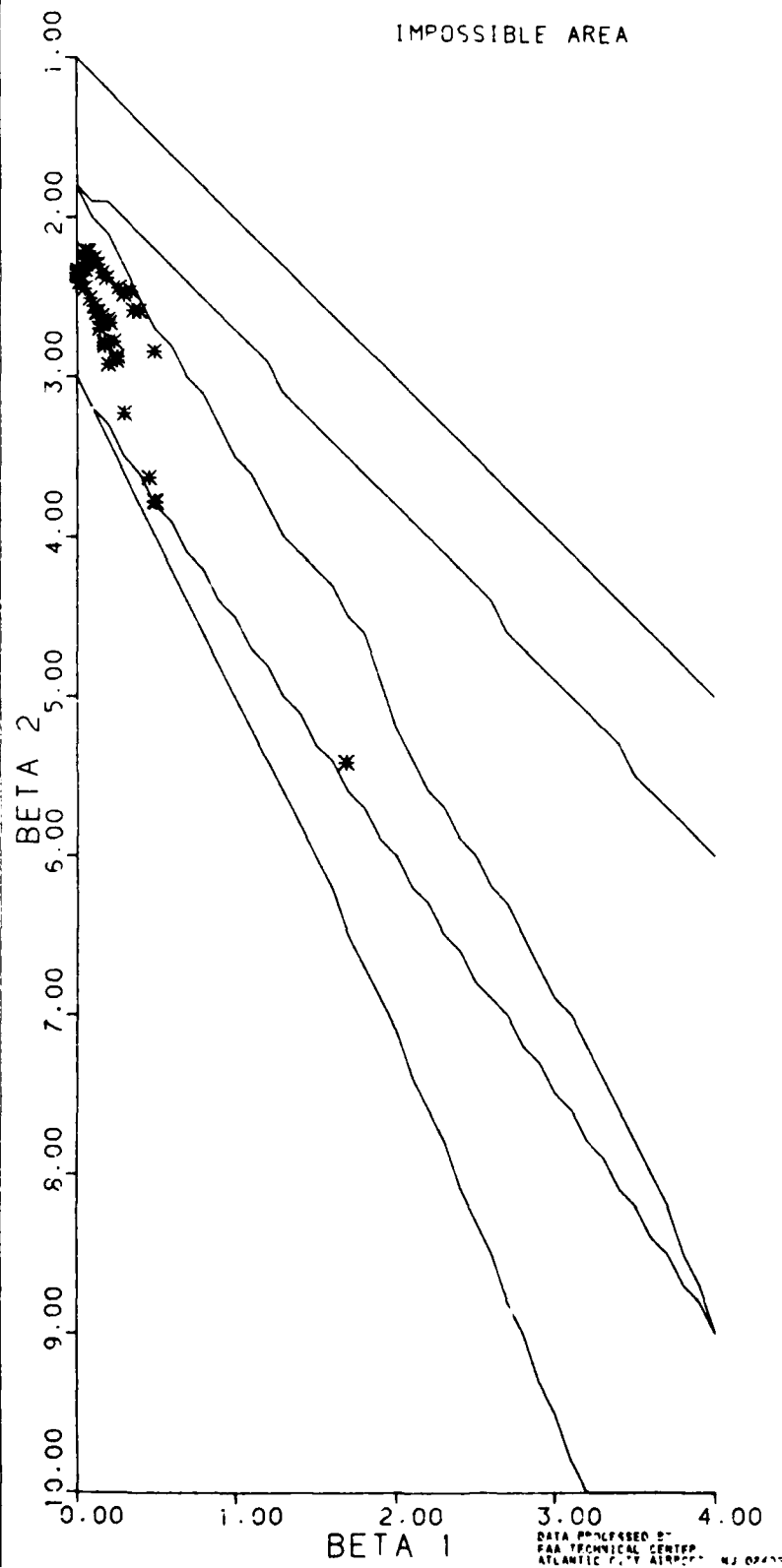
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR ERROR (DEG)



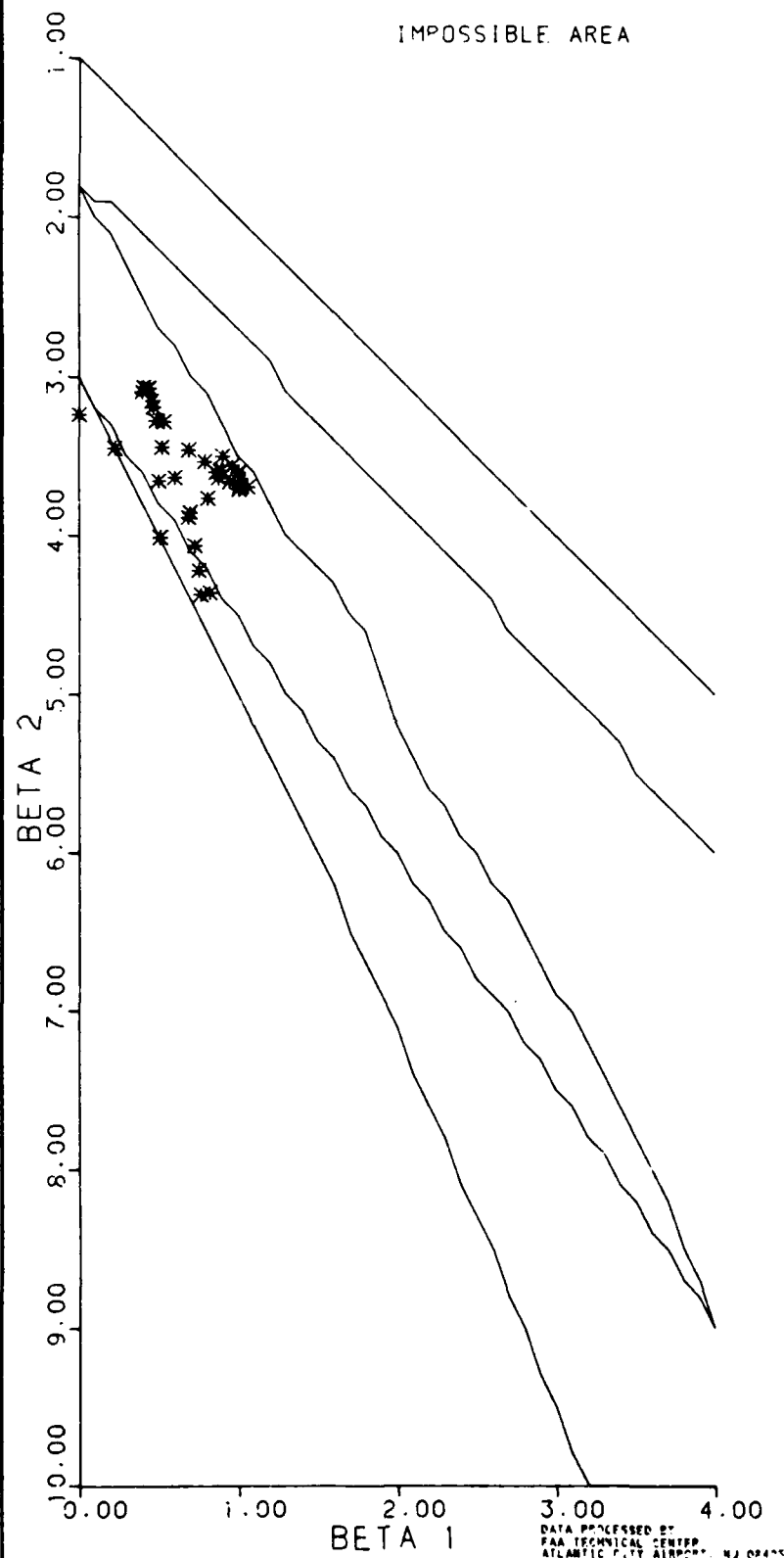
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE ERROR (FT)



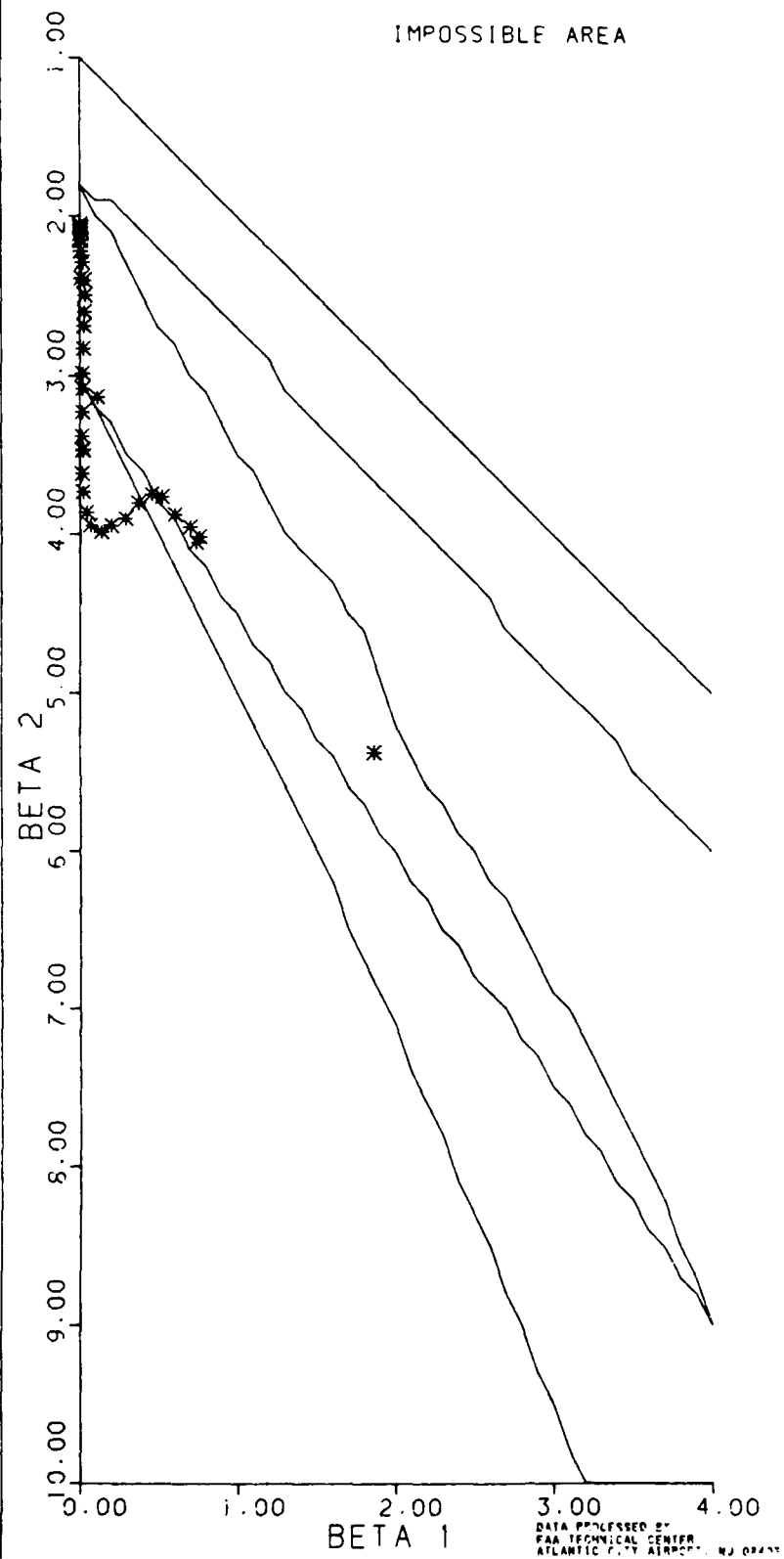
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 7.125 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR POSITION (DEG)



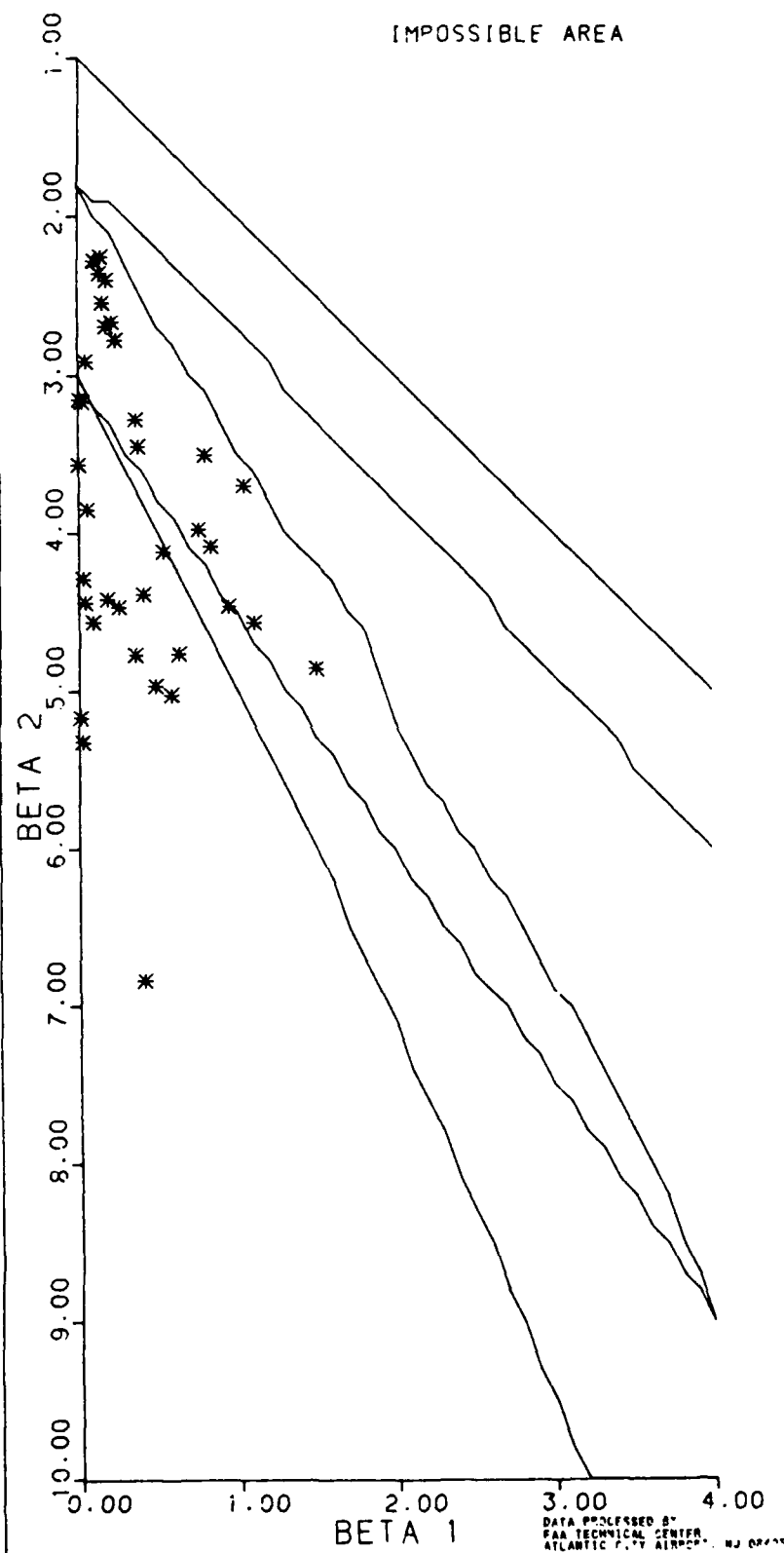
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 8.000 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK POSITION (FT)



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 8.000 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE (FT)

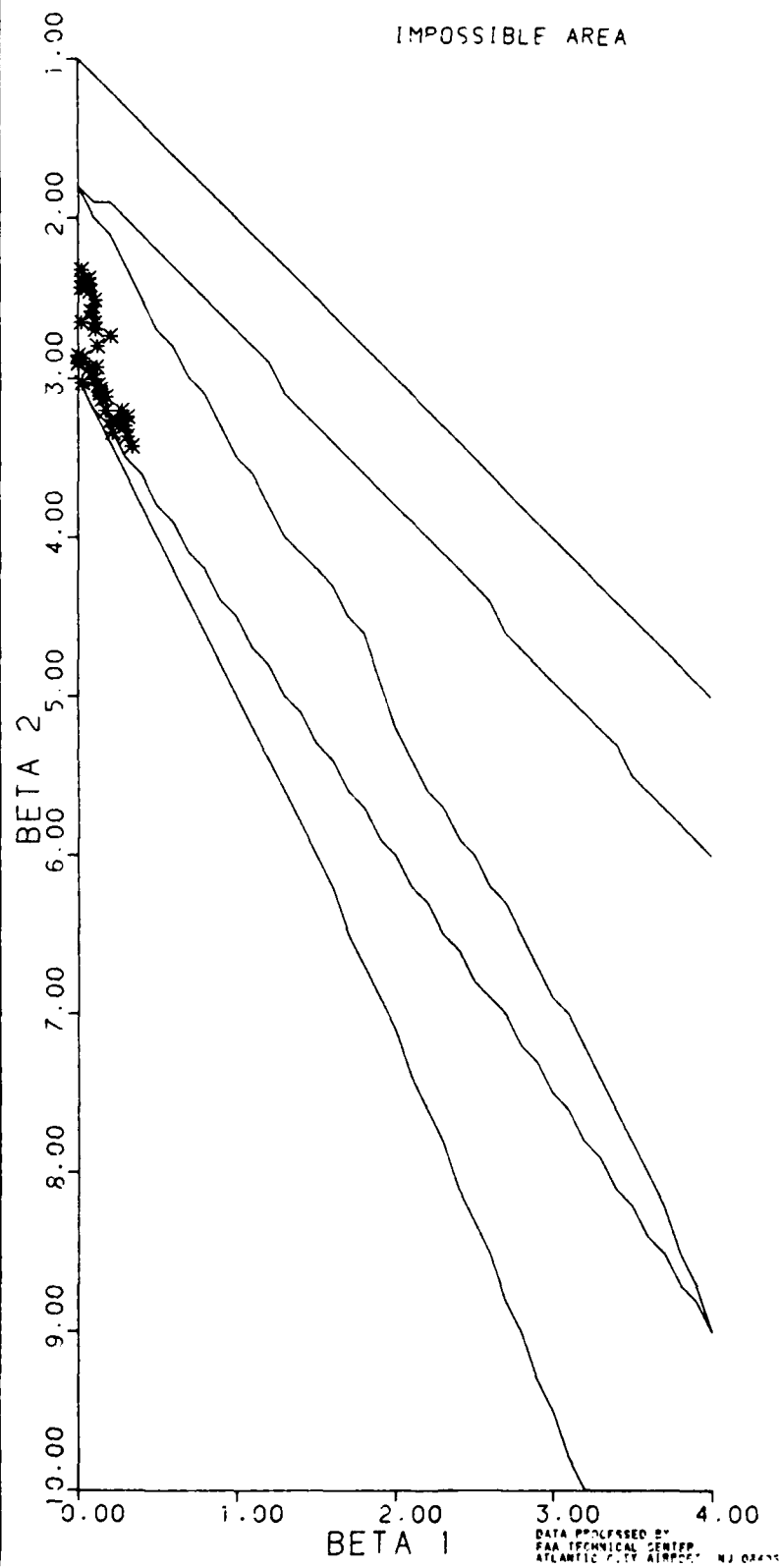


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 8.000 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK VELOCITY (FPM)

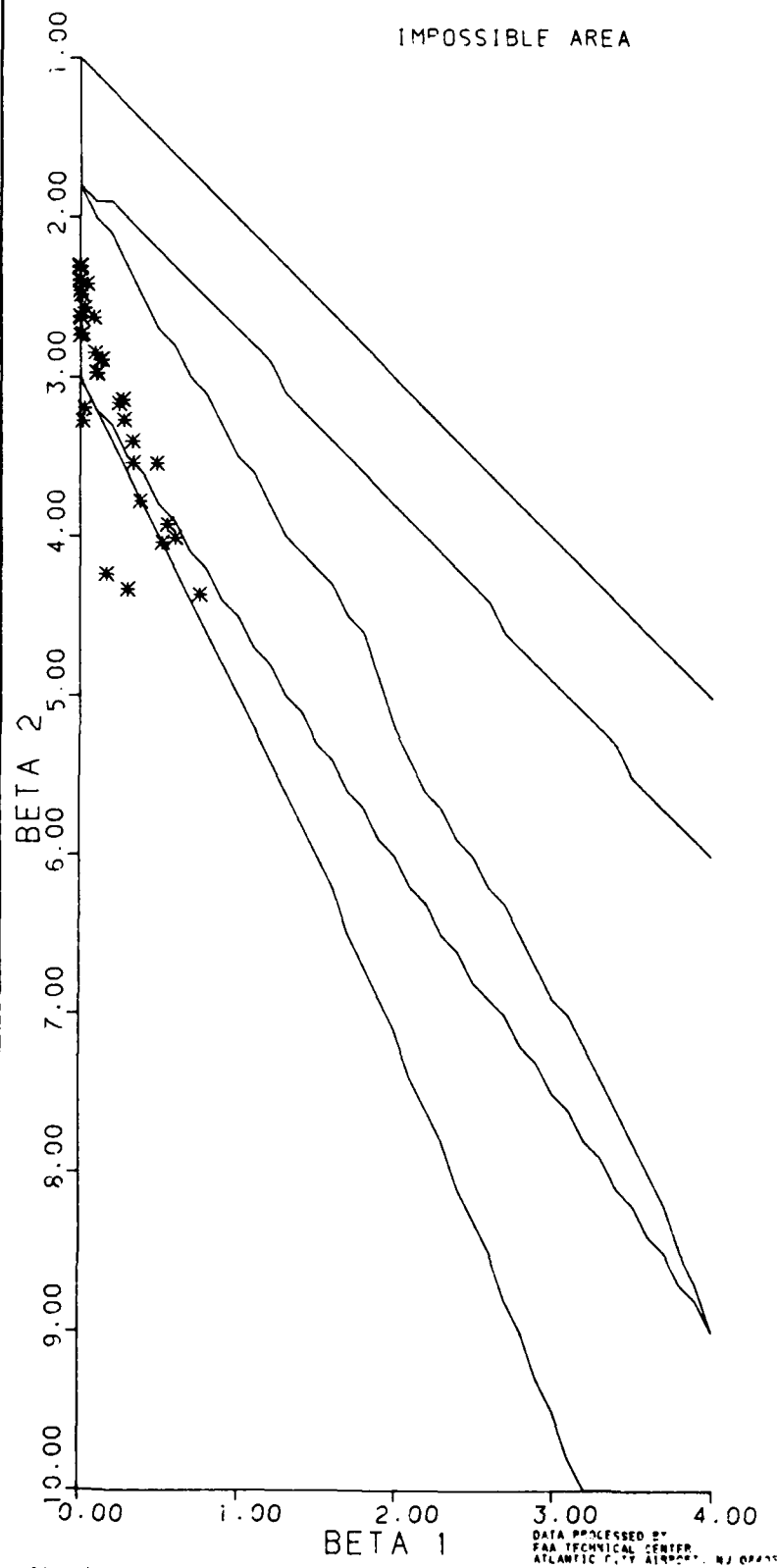




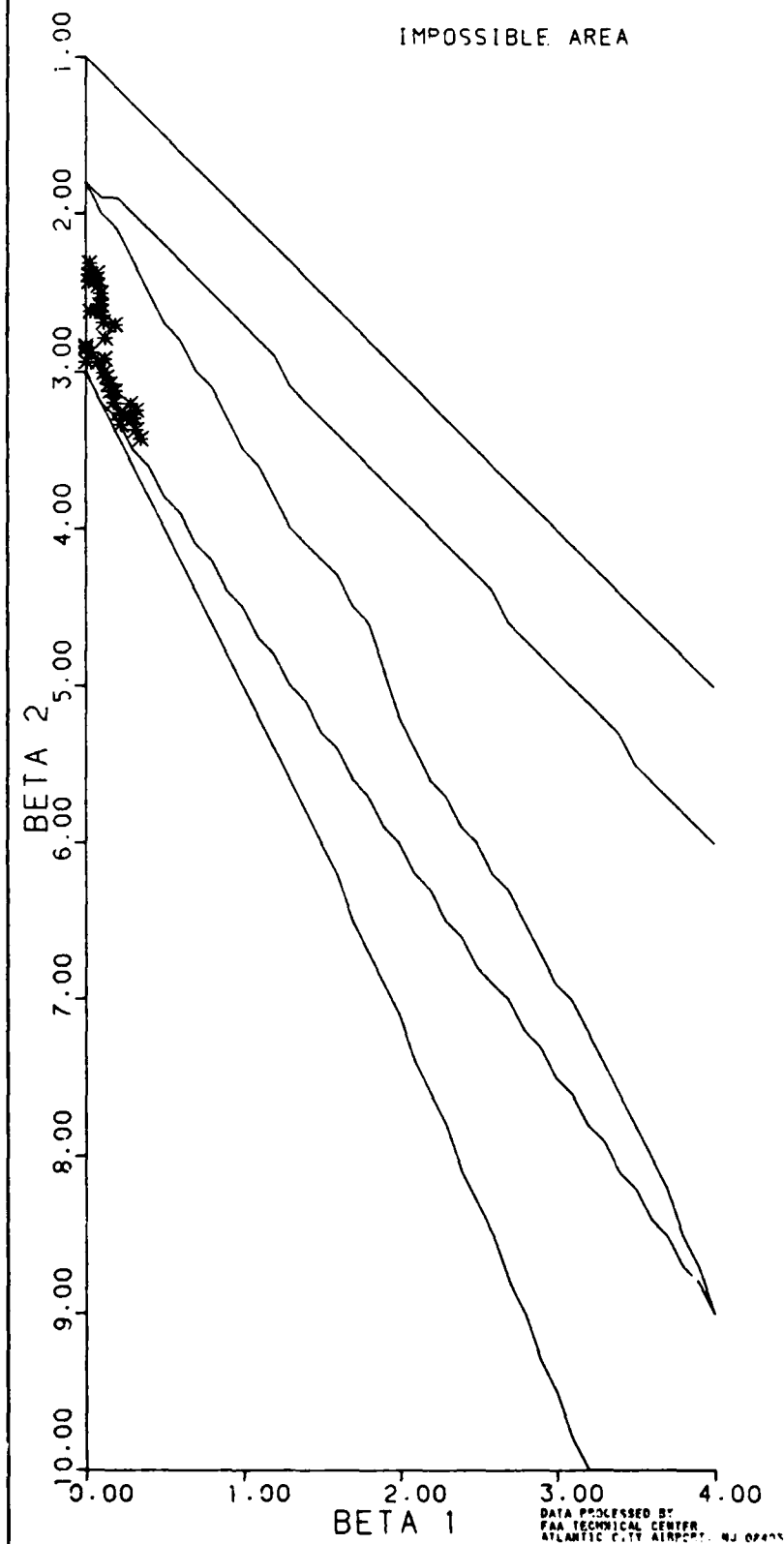
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 8.000 DEGREE STRAIGHT IN APPROACHES  
 ALONGTRACK VELOCITY (FPM)



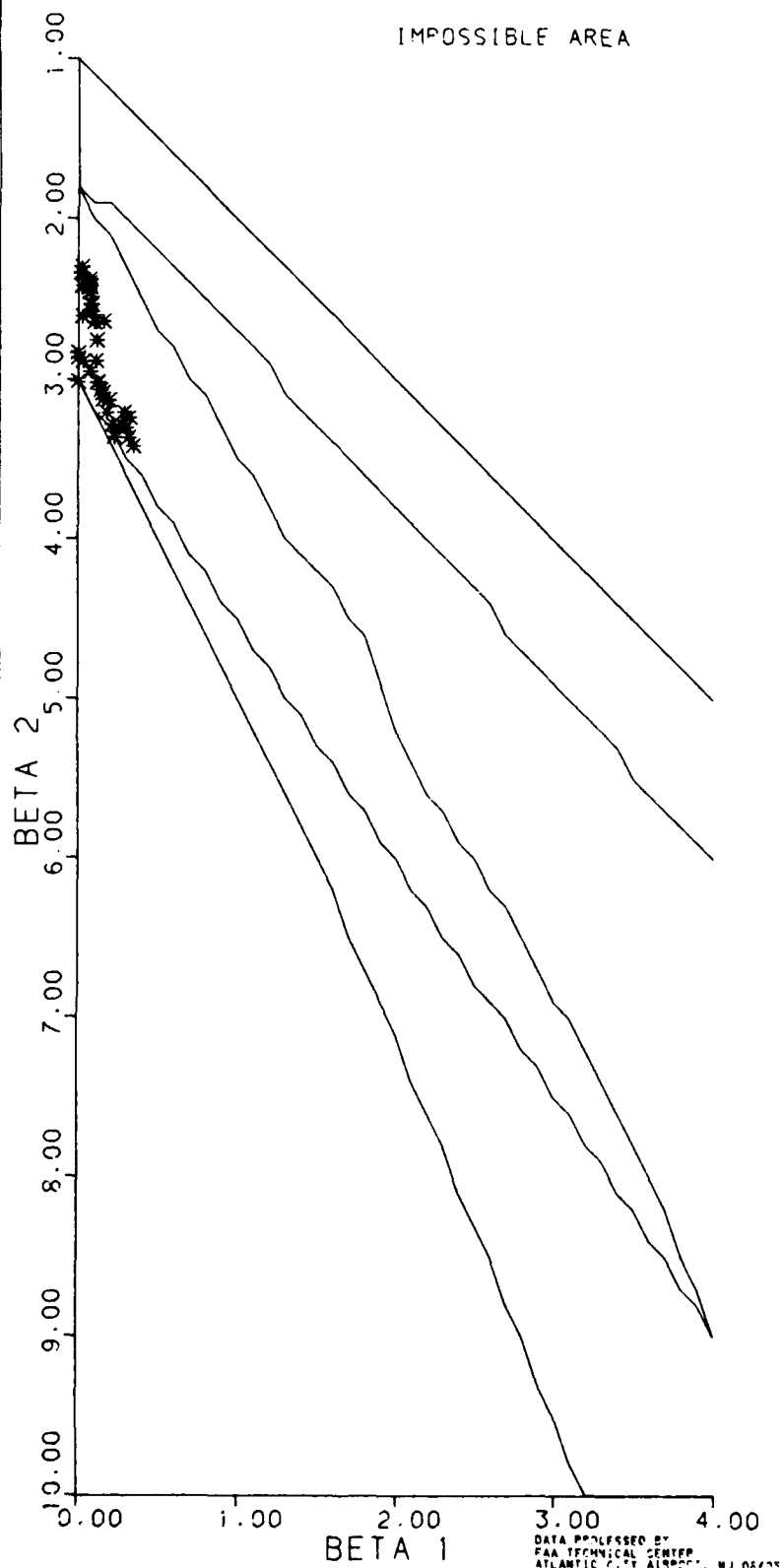
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6.000 DEGREE STRAIGHT IN APPROACHES  
VERTICAL VELOCITY (FPM)



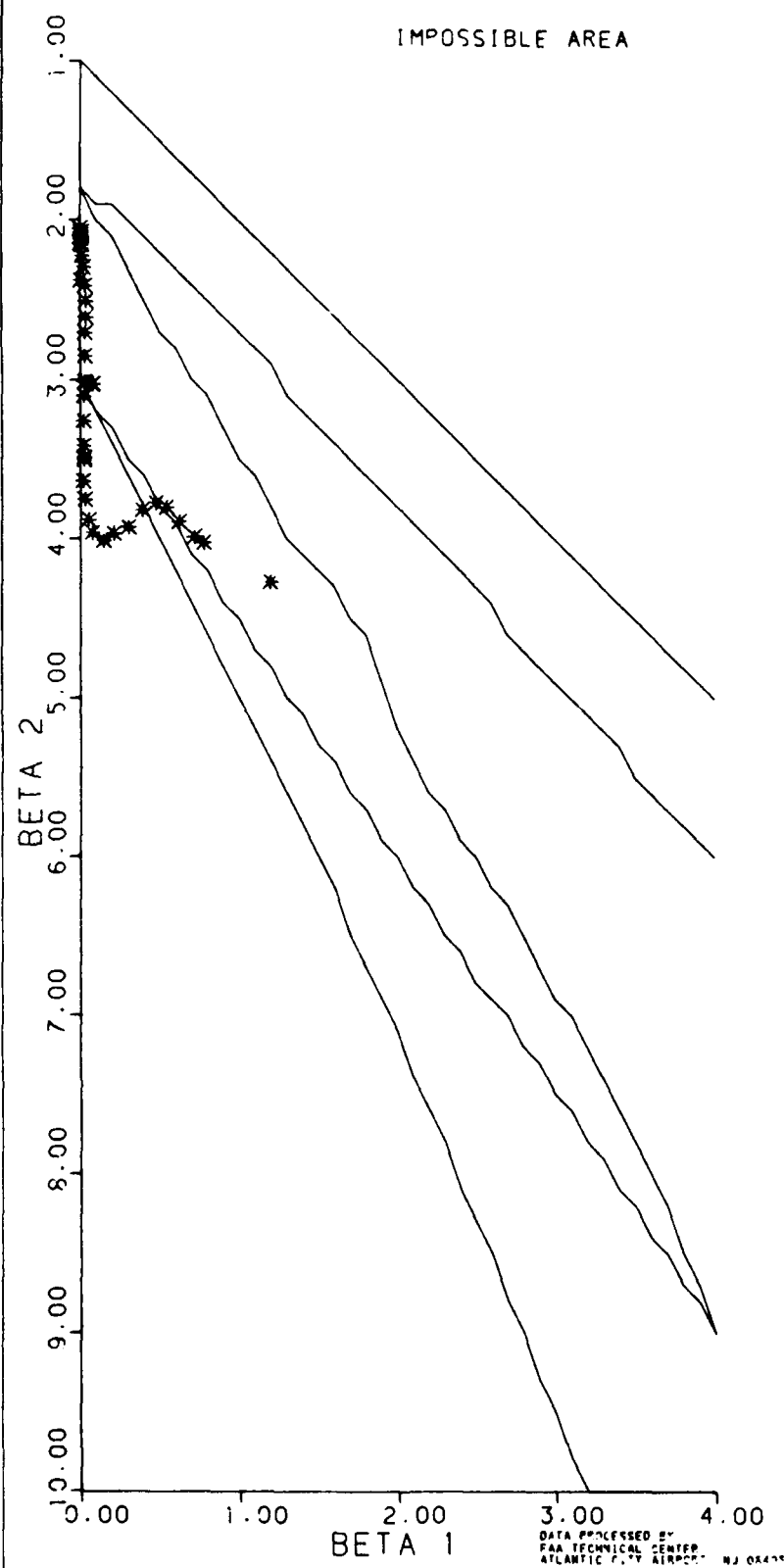
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 8.000 DEGREE STRAIGHT IN APPROACHES  
 GROUND SPEED (KNOTS)



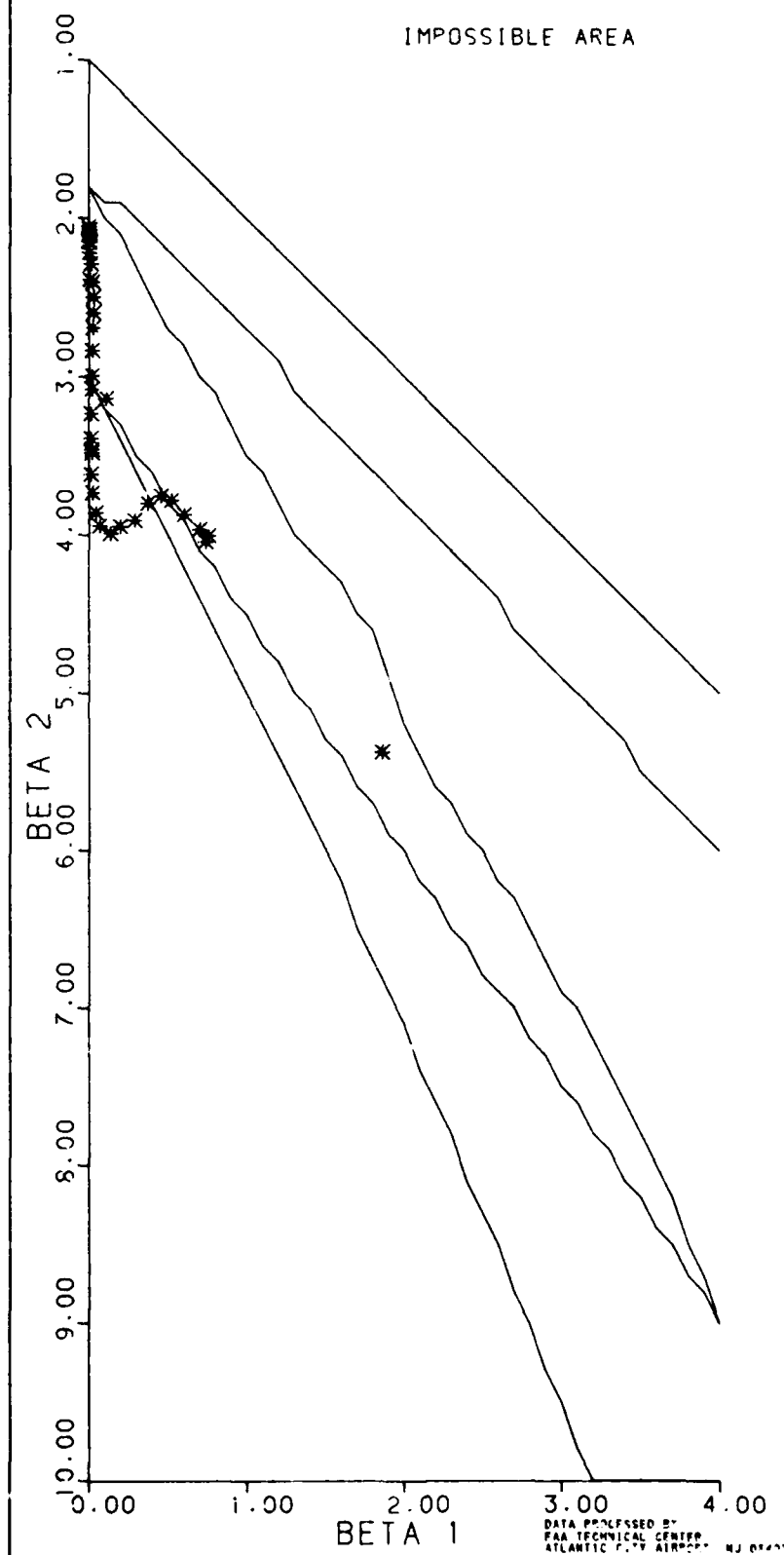
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
6.000 DEGREE STRAIGHT IN APPROACHES  
ALONGPATH SPEED (KNOTS)



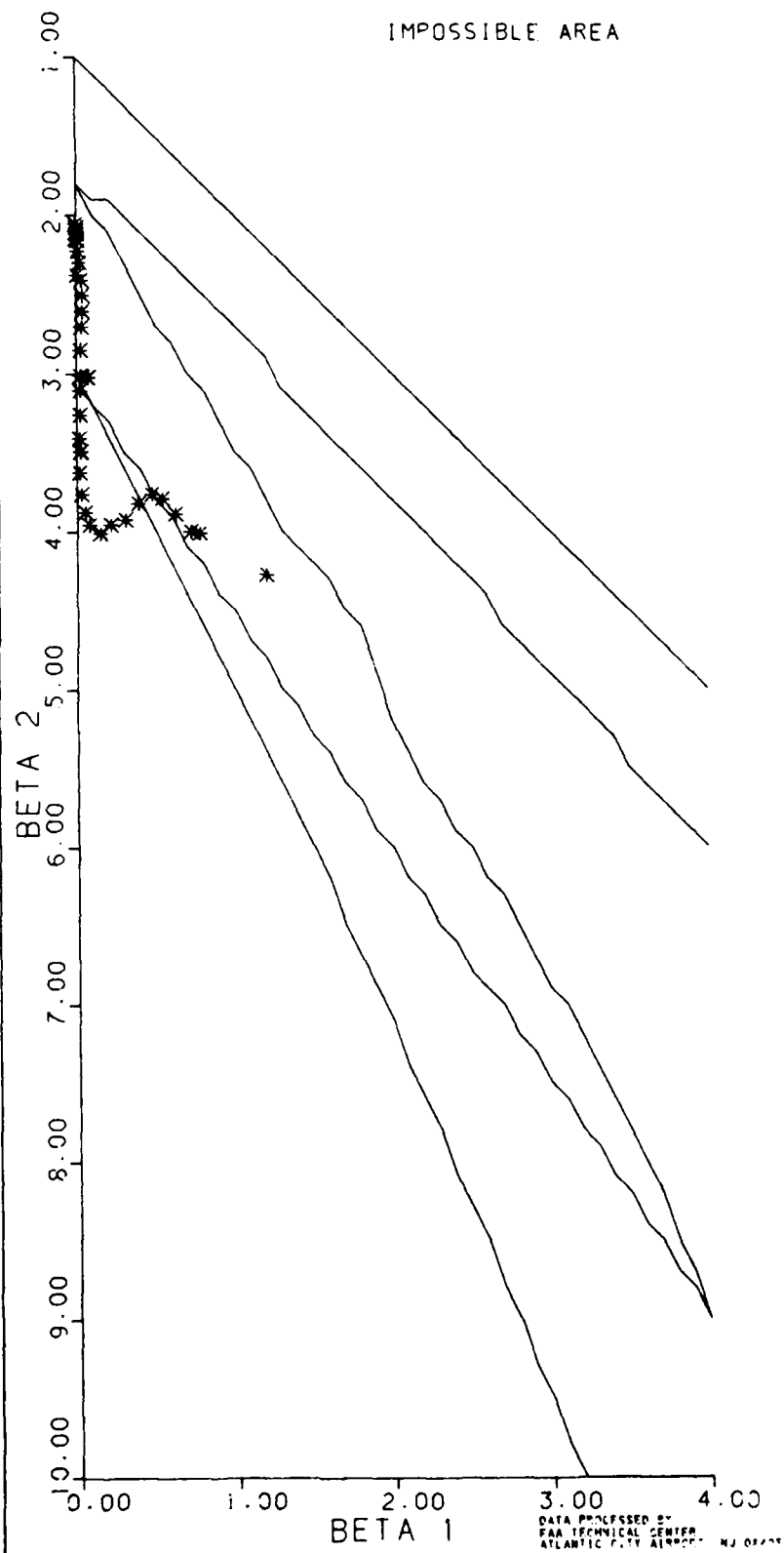
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
8.000 DEGREE STRAIGHT IN APPROACHES  
ANGULAR ERROR (DEG)



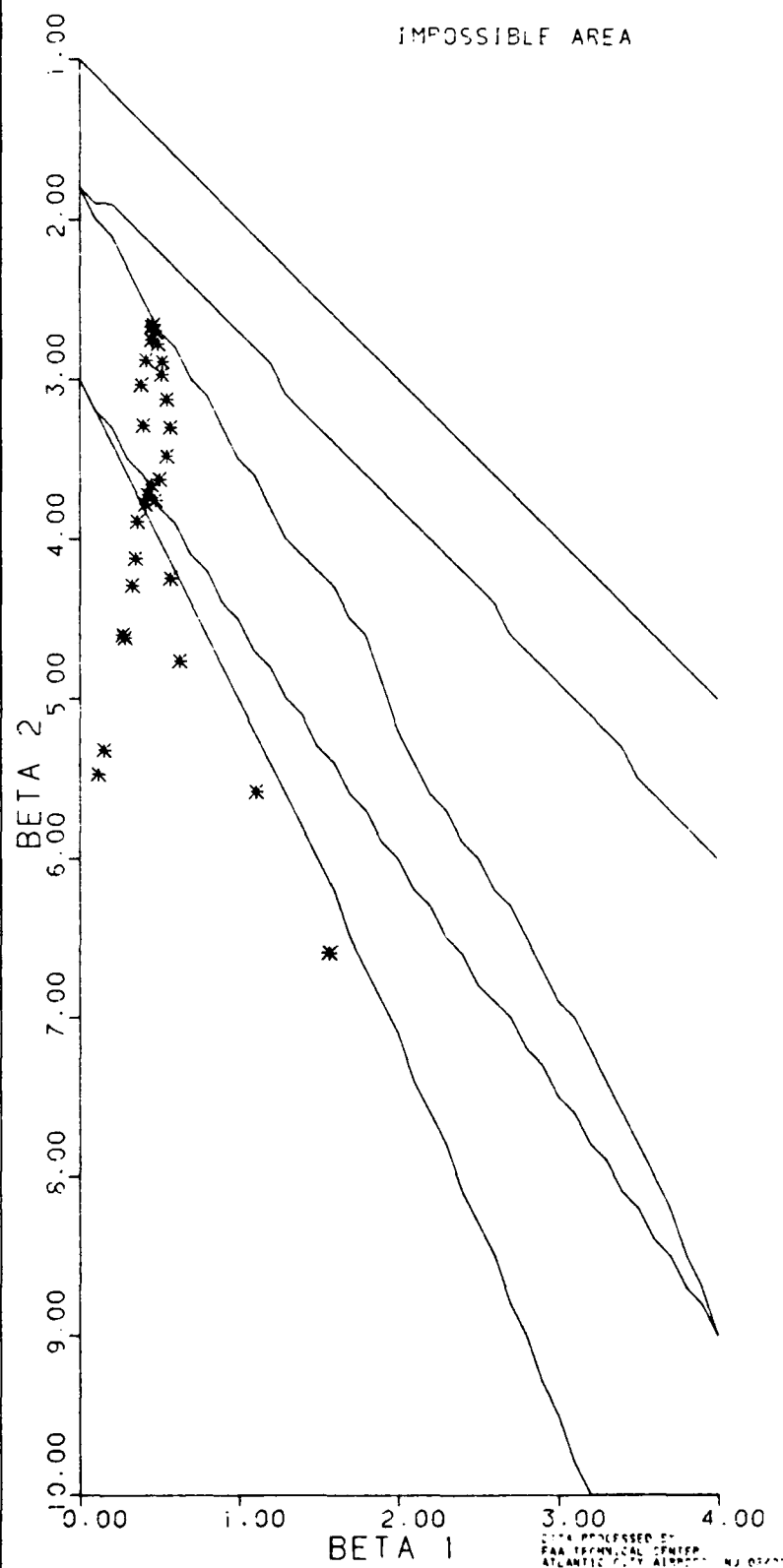
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 6.000 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE ERROR (FT)



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 6.000 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR POSITION (DEG)

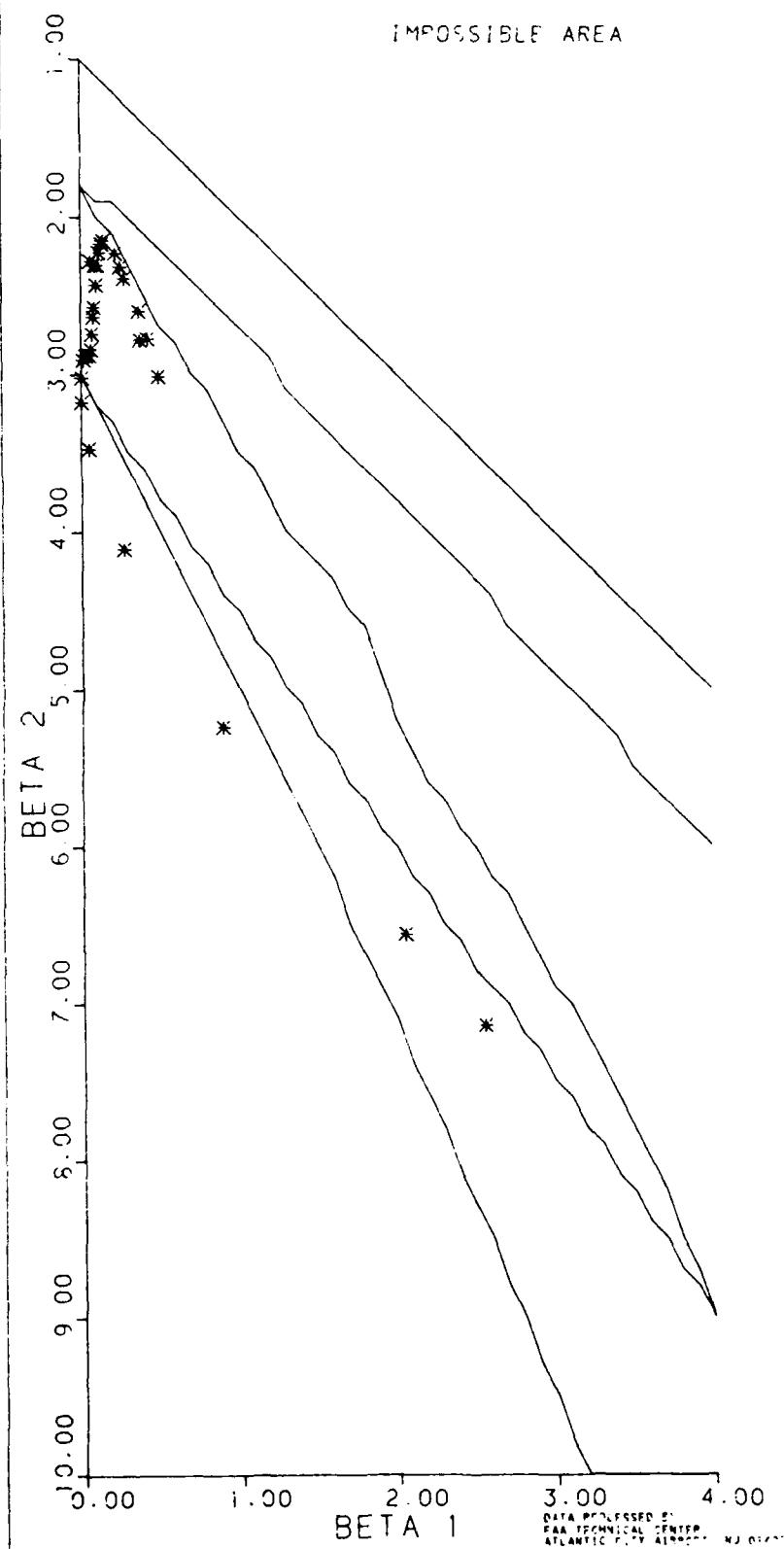


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
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 CROSSTRACK POSITION (FT)

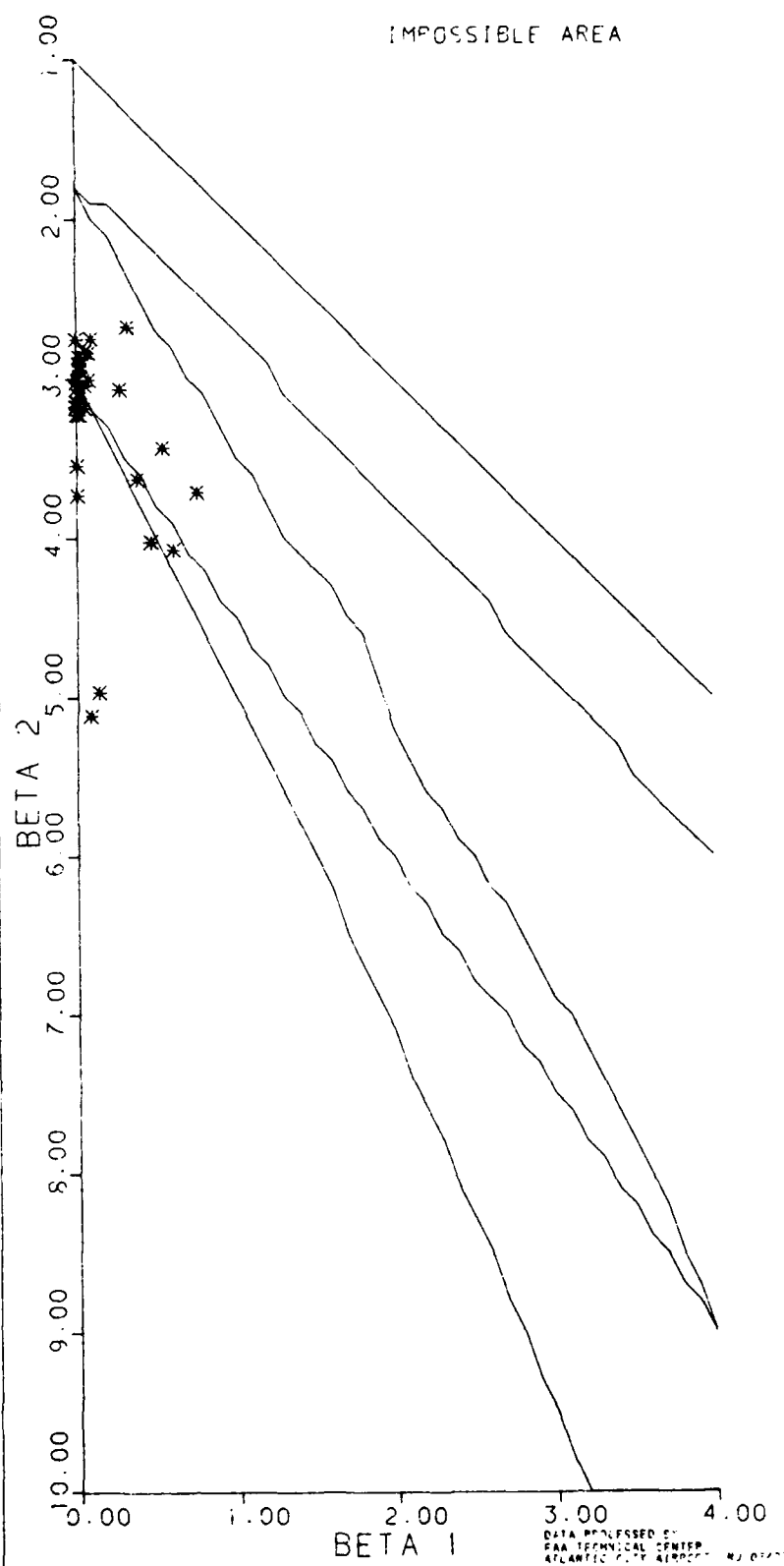




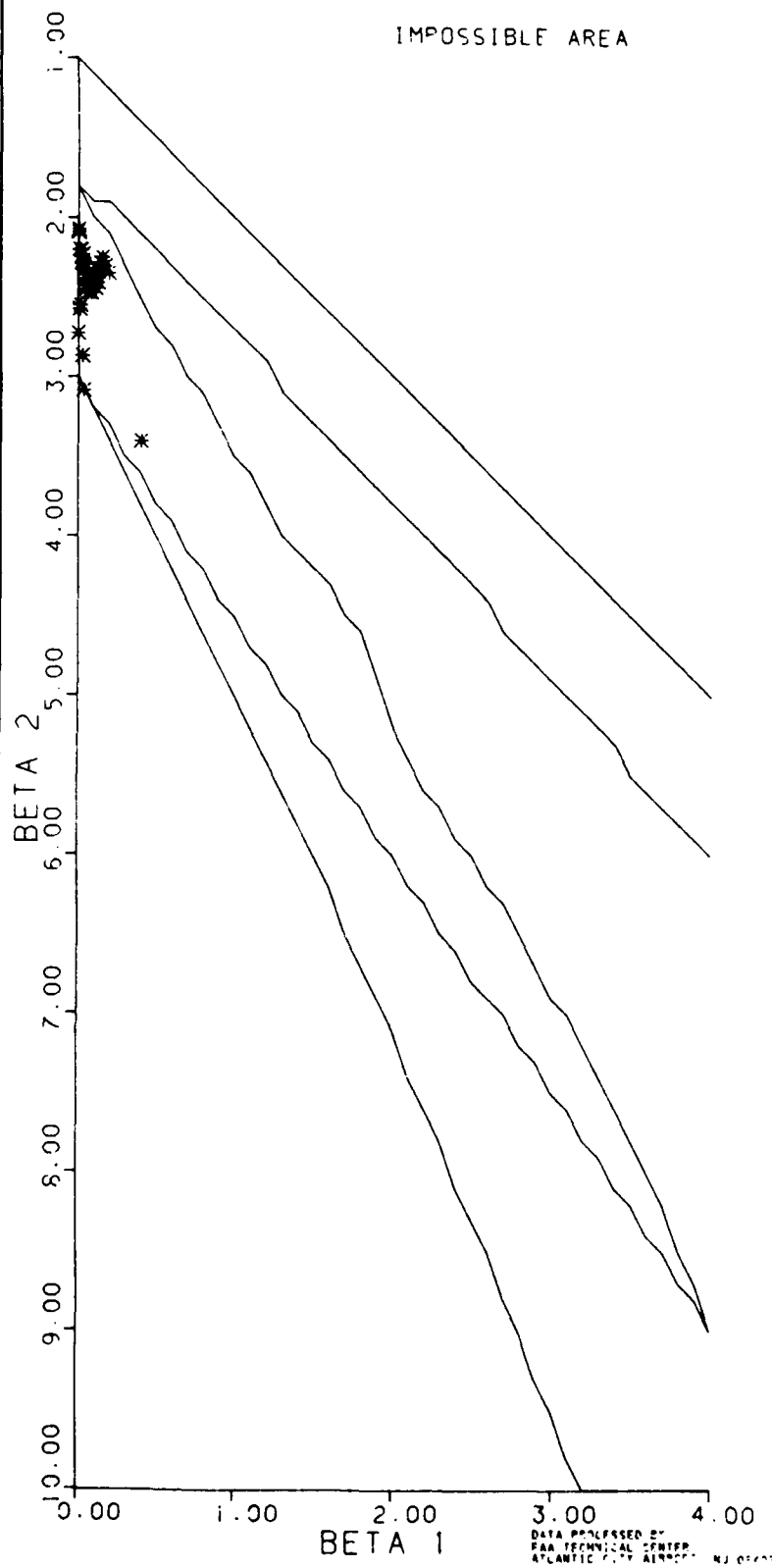
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 10.00 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE (FT)



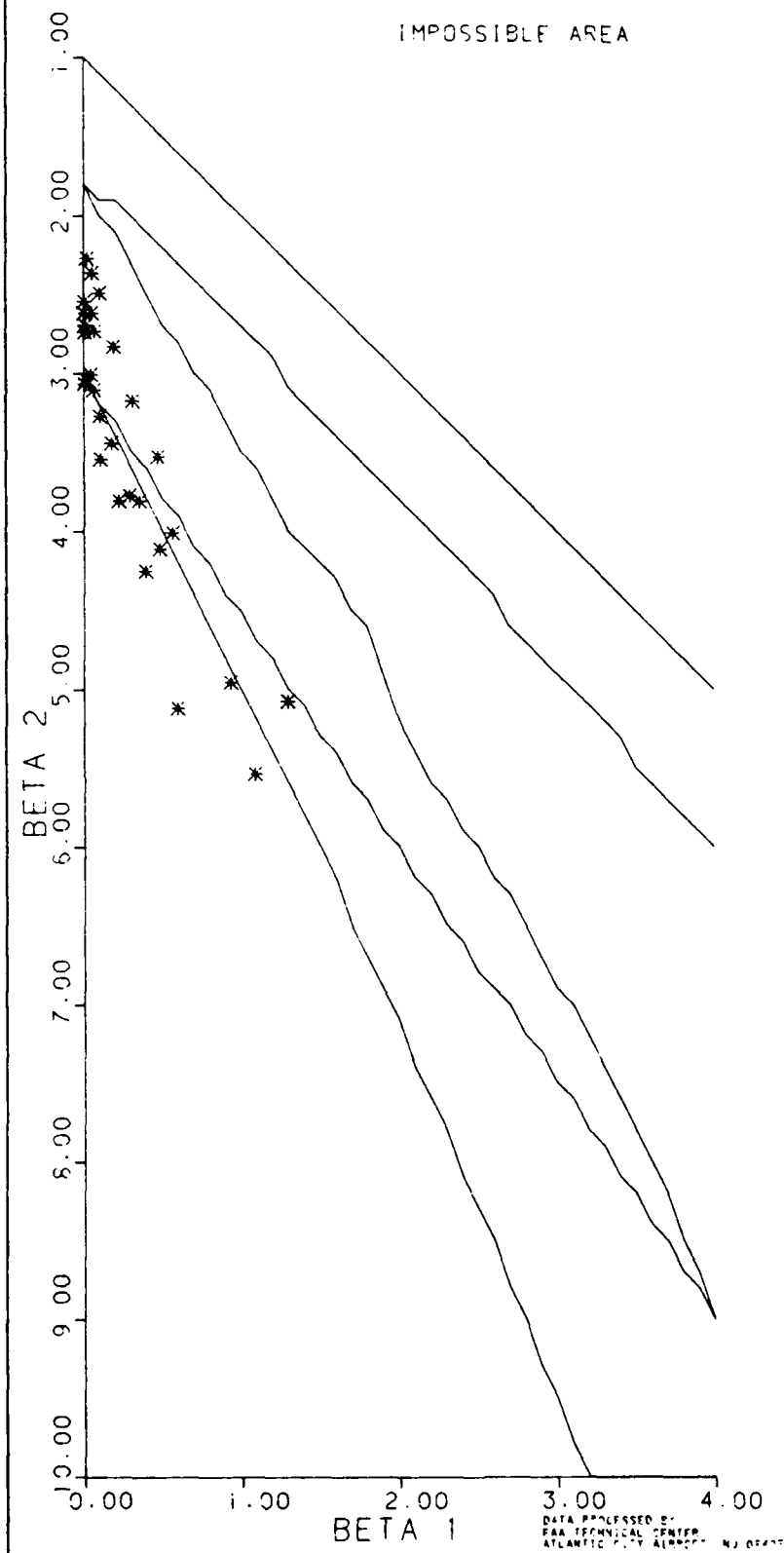
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
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 CROSSTRACK VELOCITY (FPM)



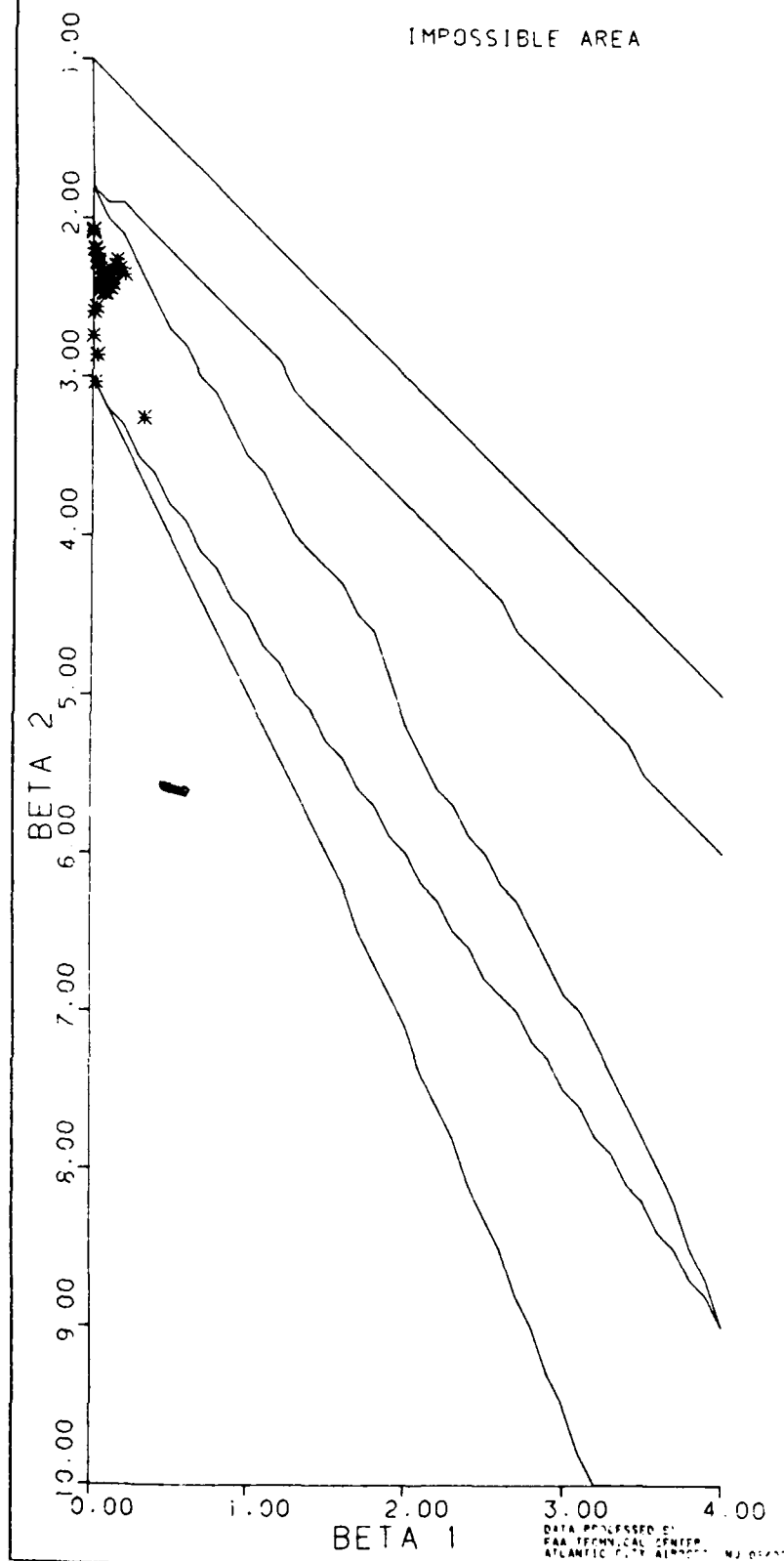
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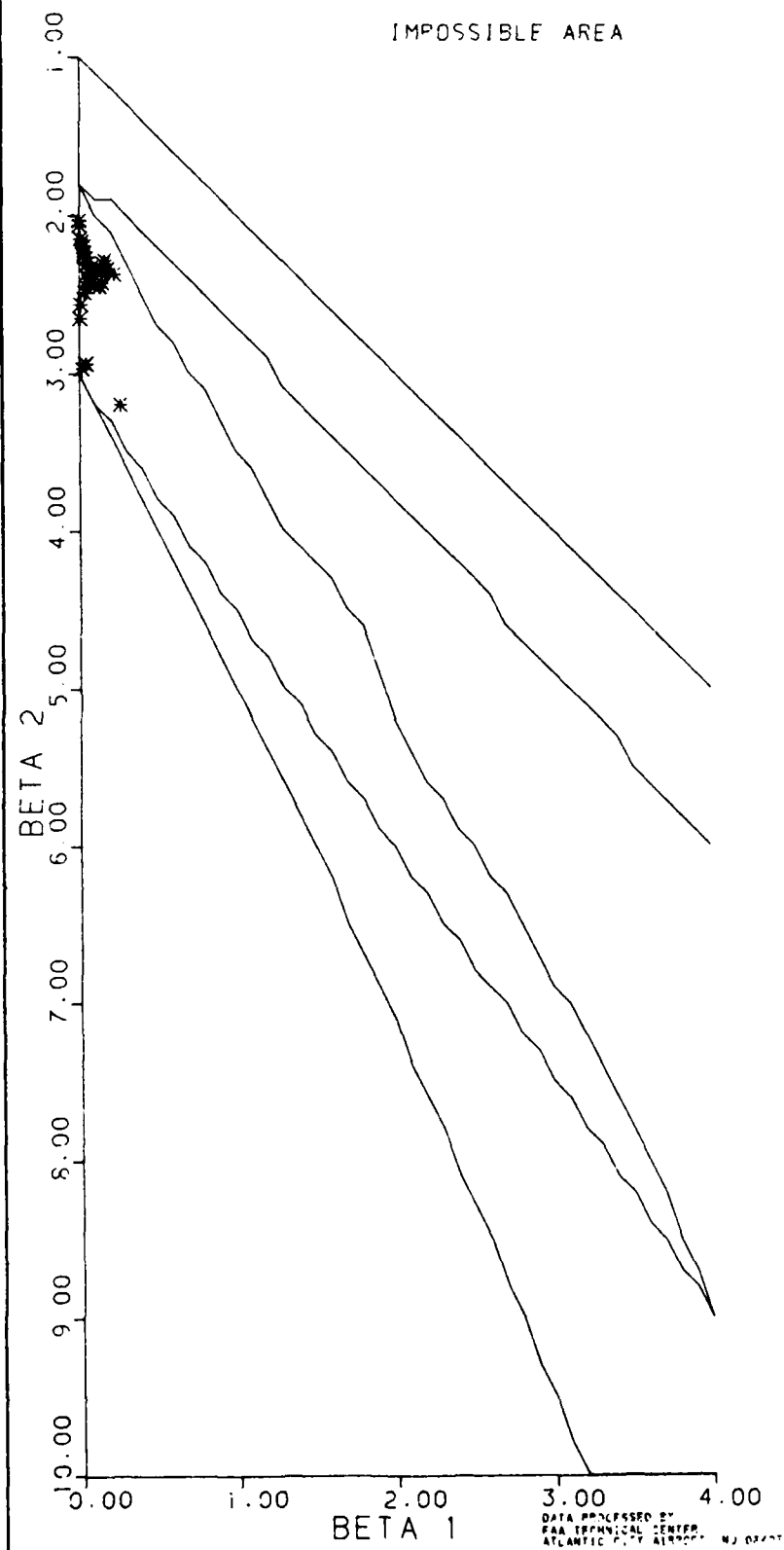
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 10.00 DEGREE STRAIGHT IN APPROACHES  
 VERTICAL VELOCITY (FPM)



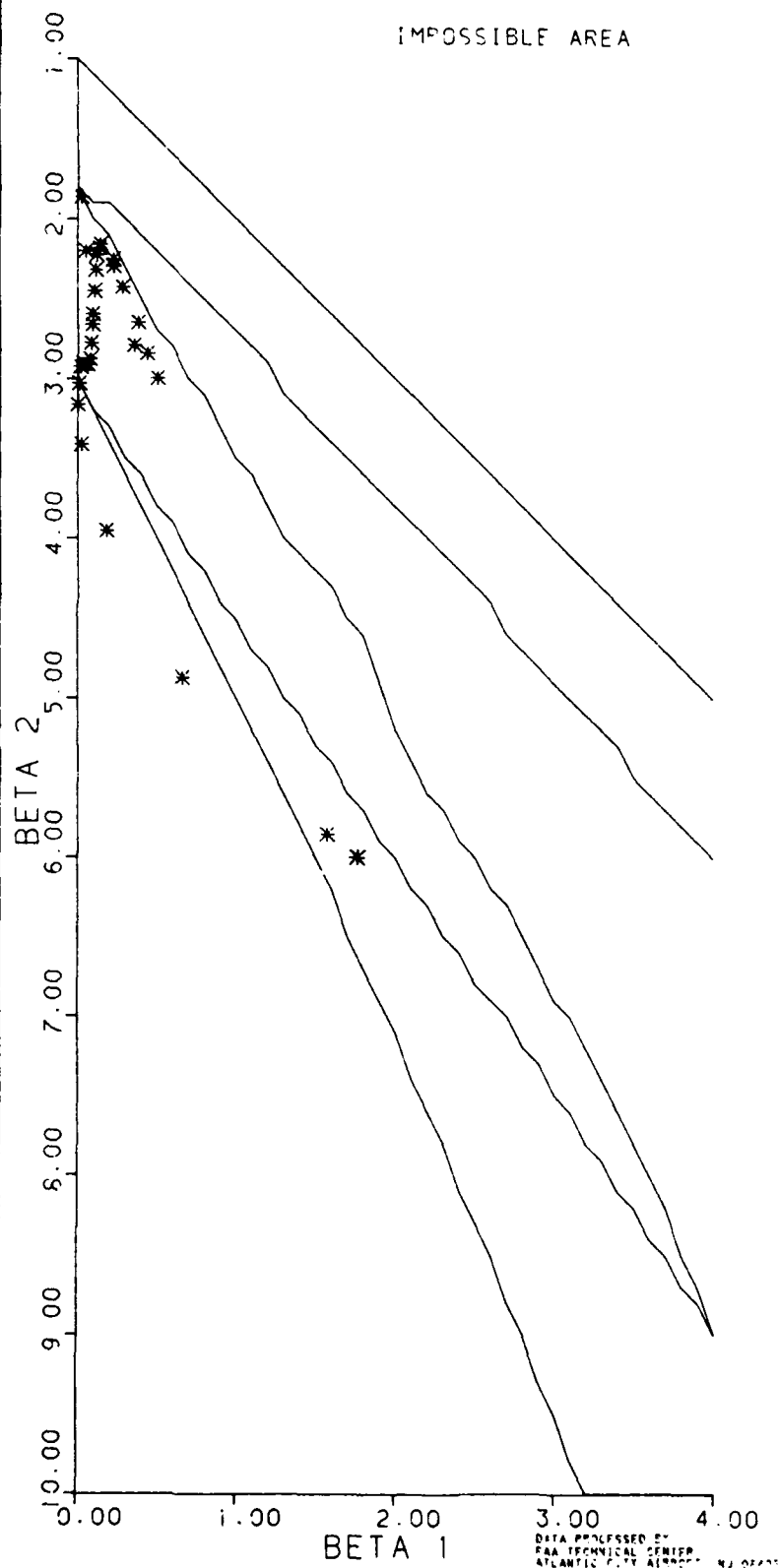
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
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 GROUND SPEED (KNOTS)



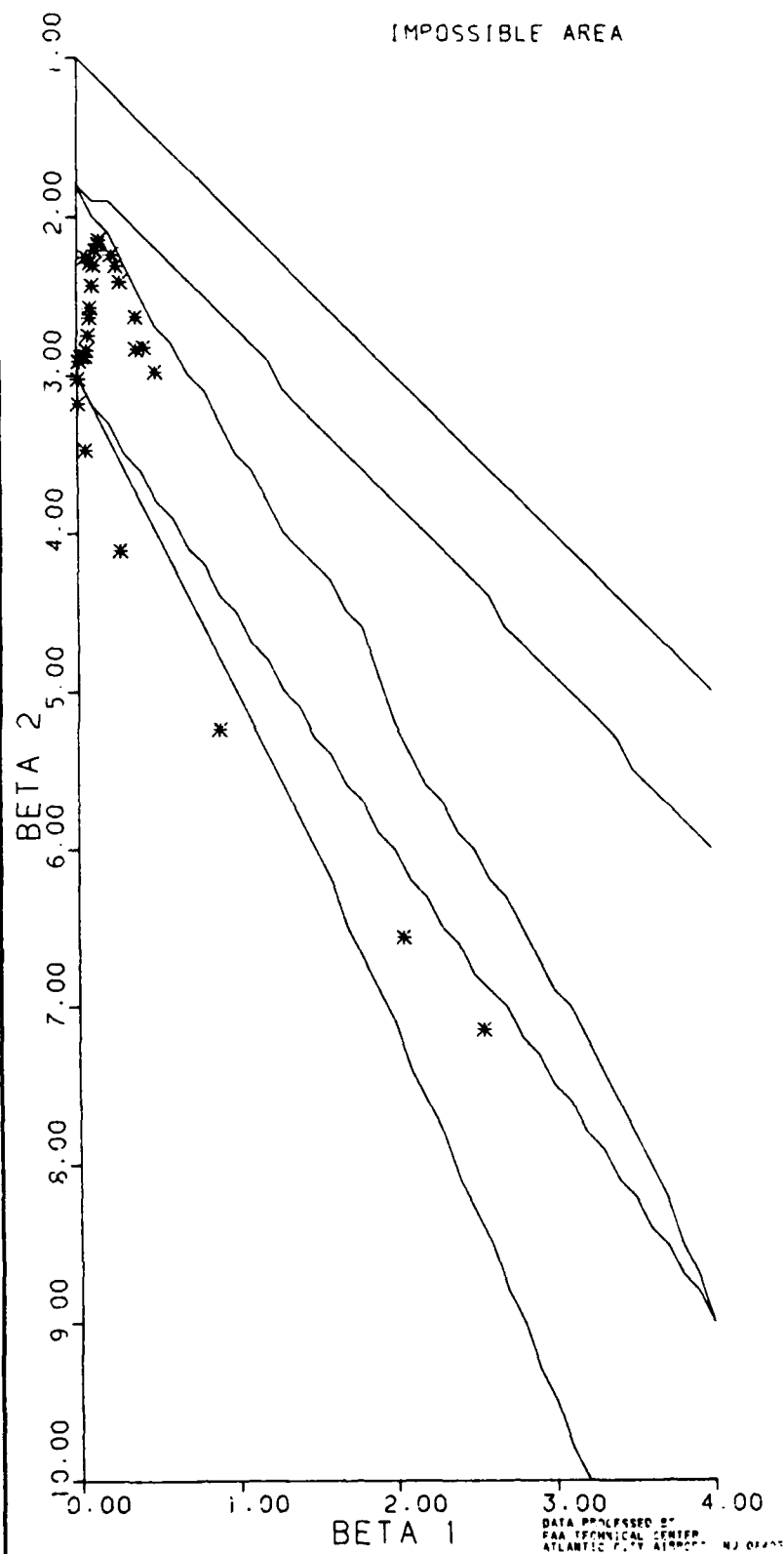
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 10.00 DEGREE STRAIGHT IN APPROACHES  
 ALONGPATH SPEED (KNOTS)



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 10.00 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR ERROR (DEG)

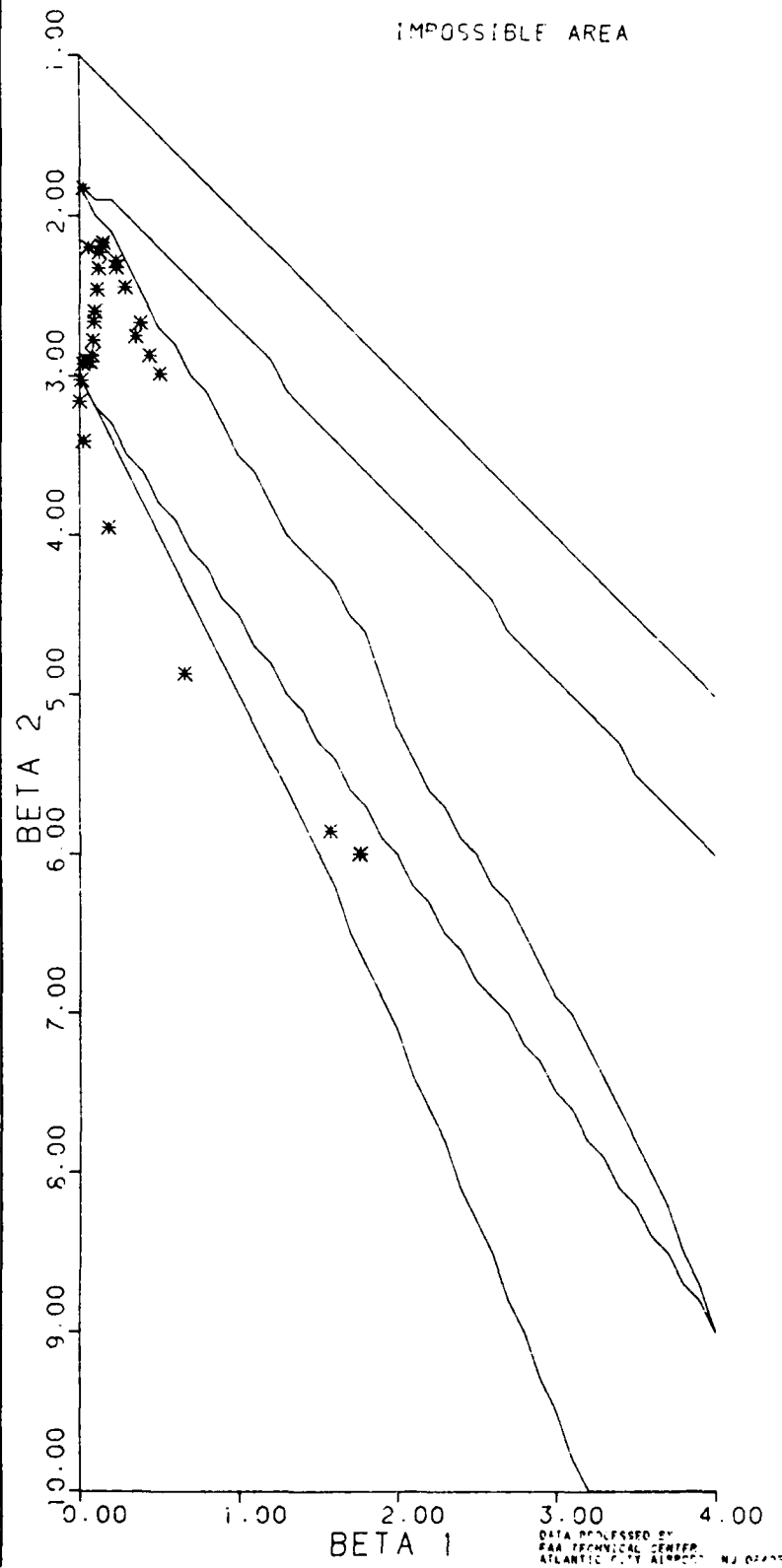


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
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 ALTITUDE ERROR (FT)

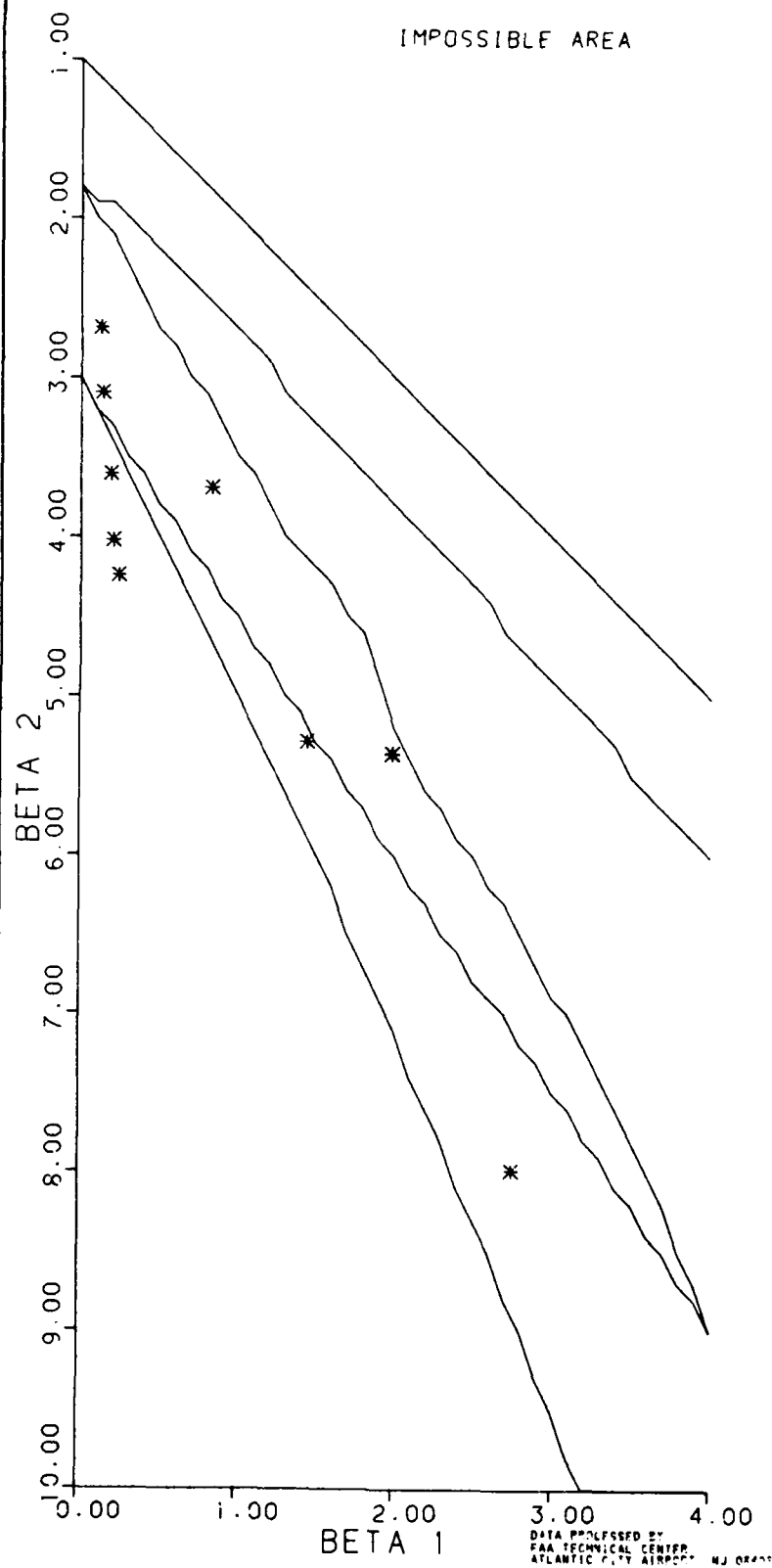




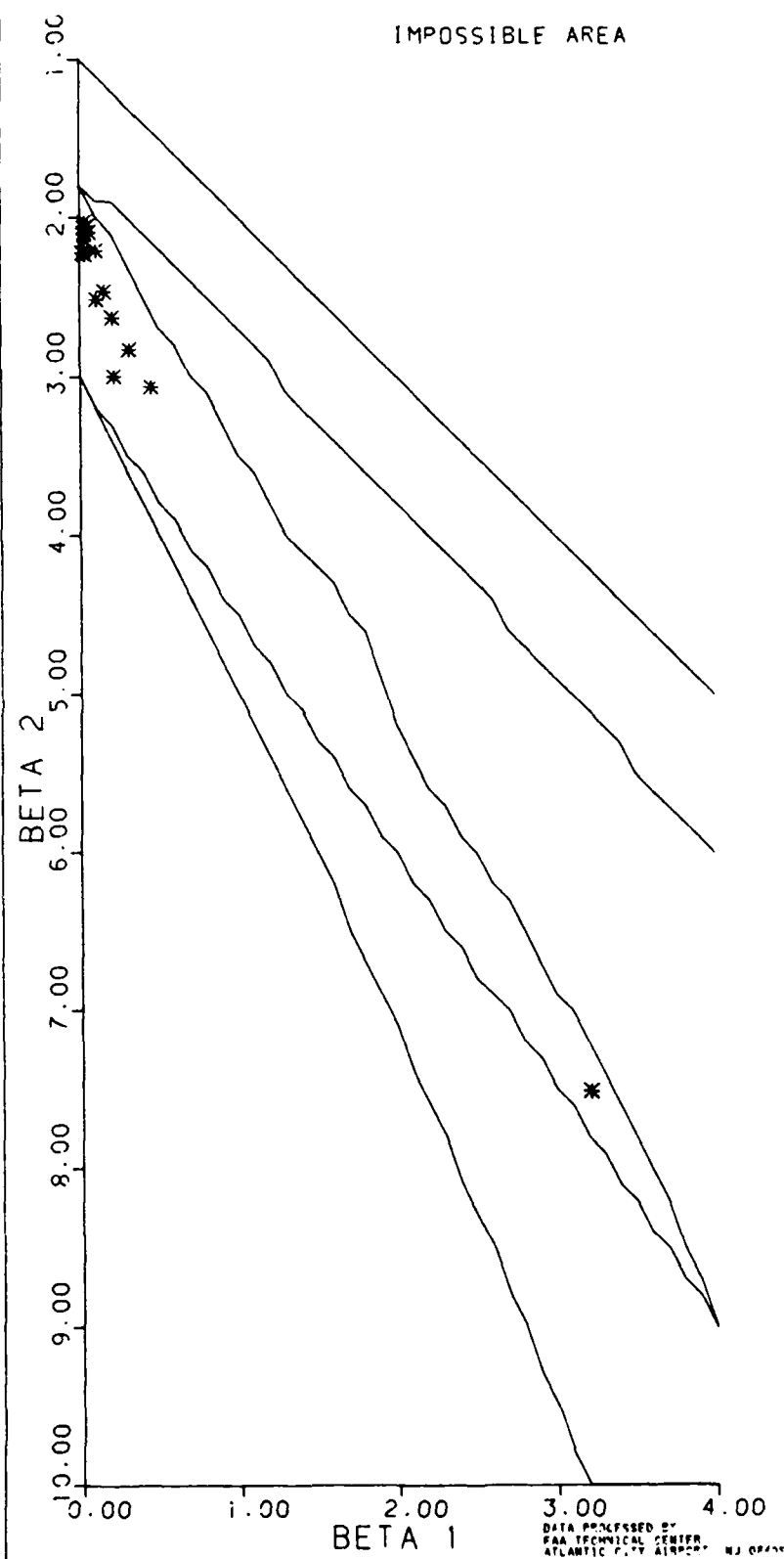
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 10.00 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR POSITION (DEG)



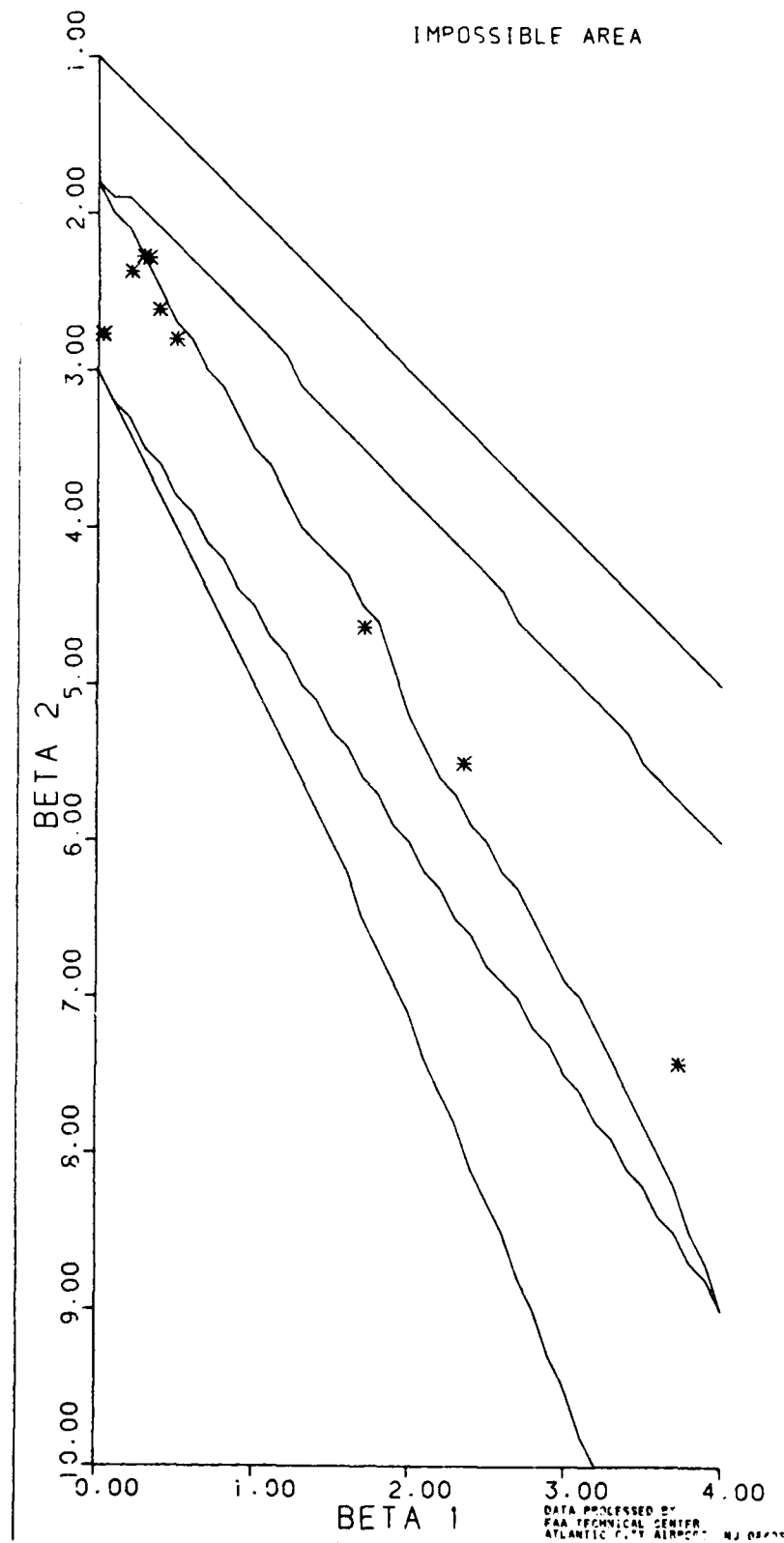
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 7.125 DEGREE CURVED APPROACHES  
 CROSSTRACK POSITION (FT)



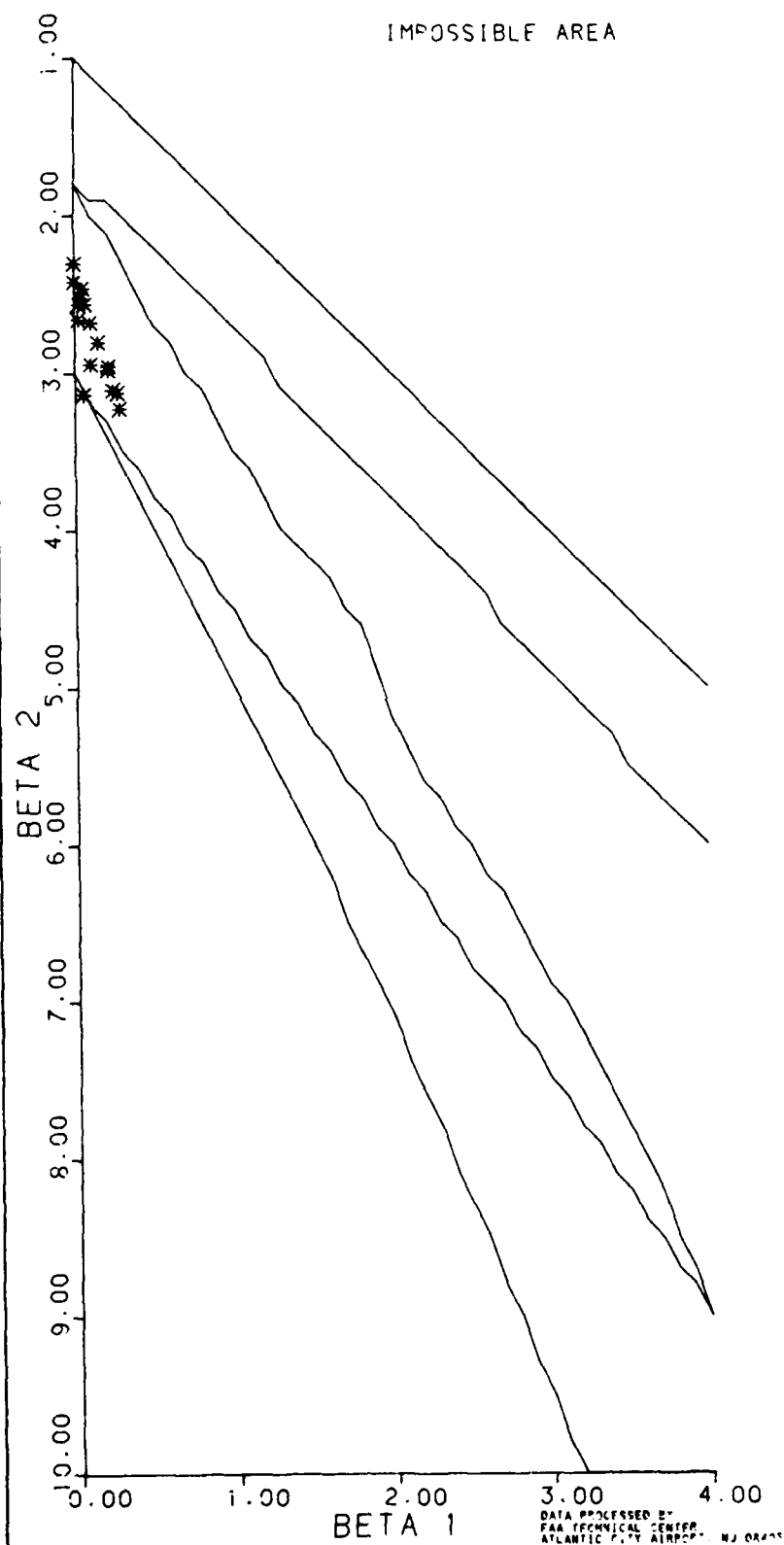
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 ALTITUDE (FT)



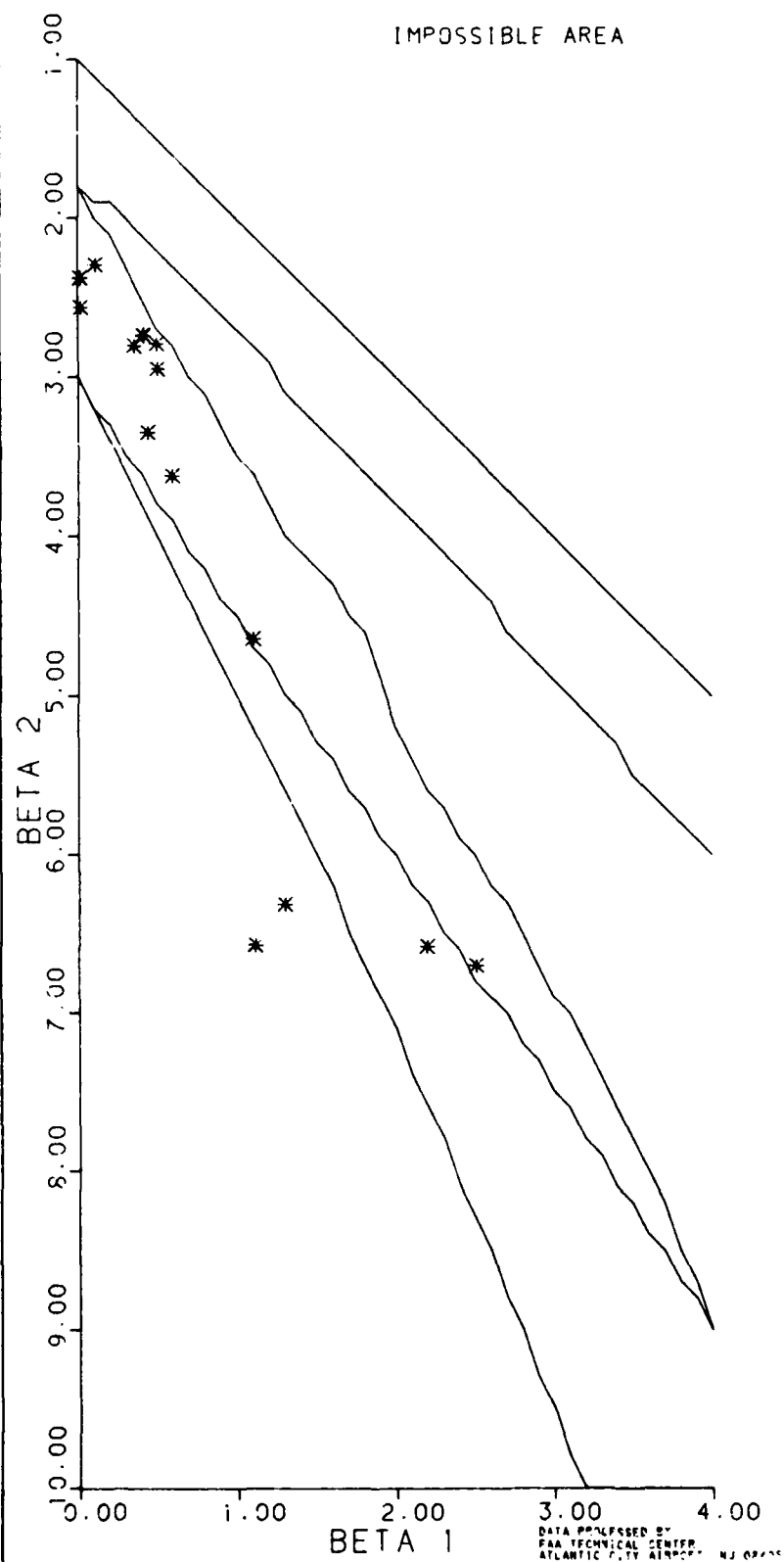
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 CROSSTRACK VELOCITY (FPM)



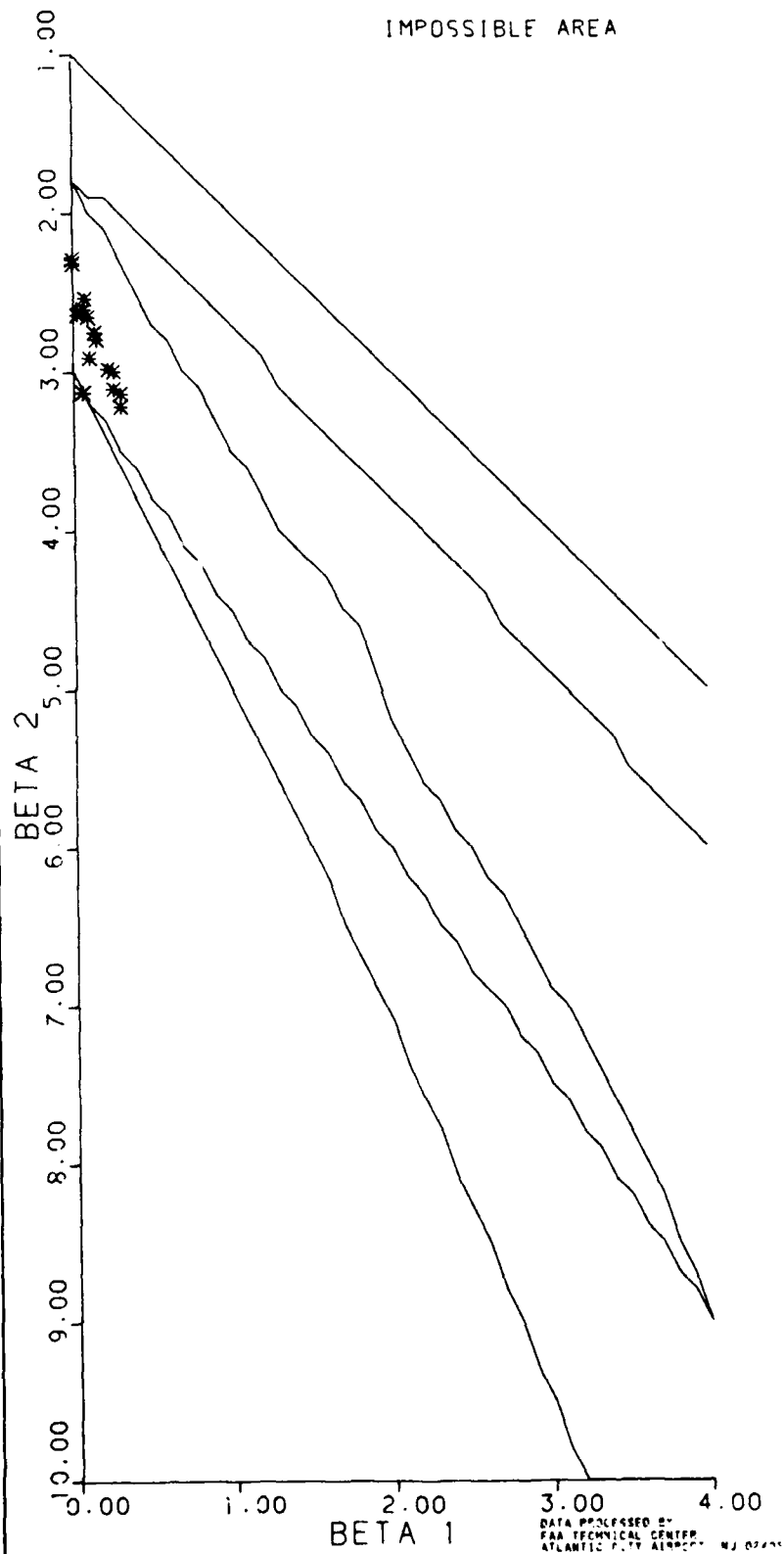
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 ALONGTRACK VELOCITY (FPM)



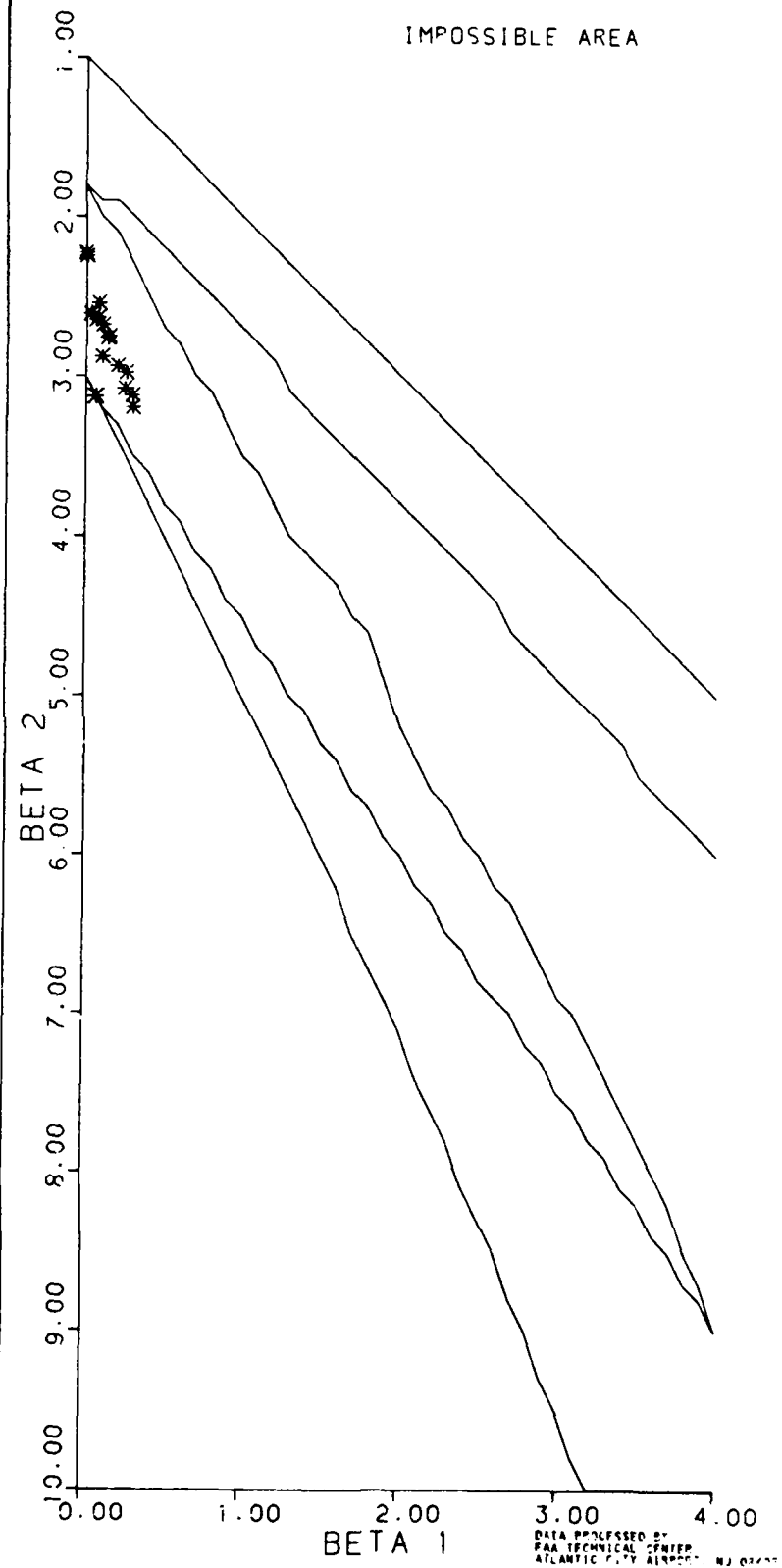
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 7.125 DEGREE CURVED APPROACHES  
 VERTICAL VELOCITY (FPM)



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 7.125 DEGREE CURVED APPROACHES  
 GROUND SPEED (KNOTS)

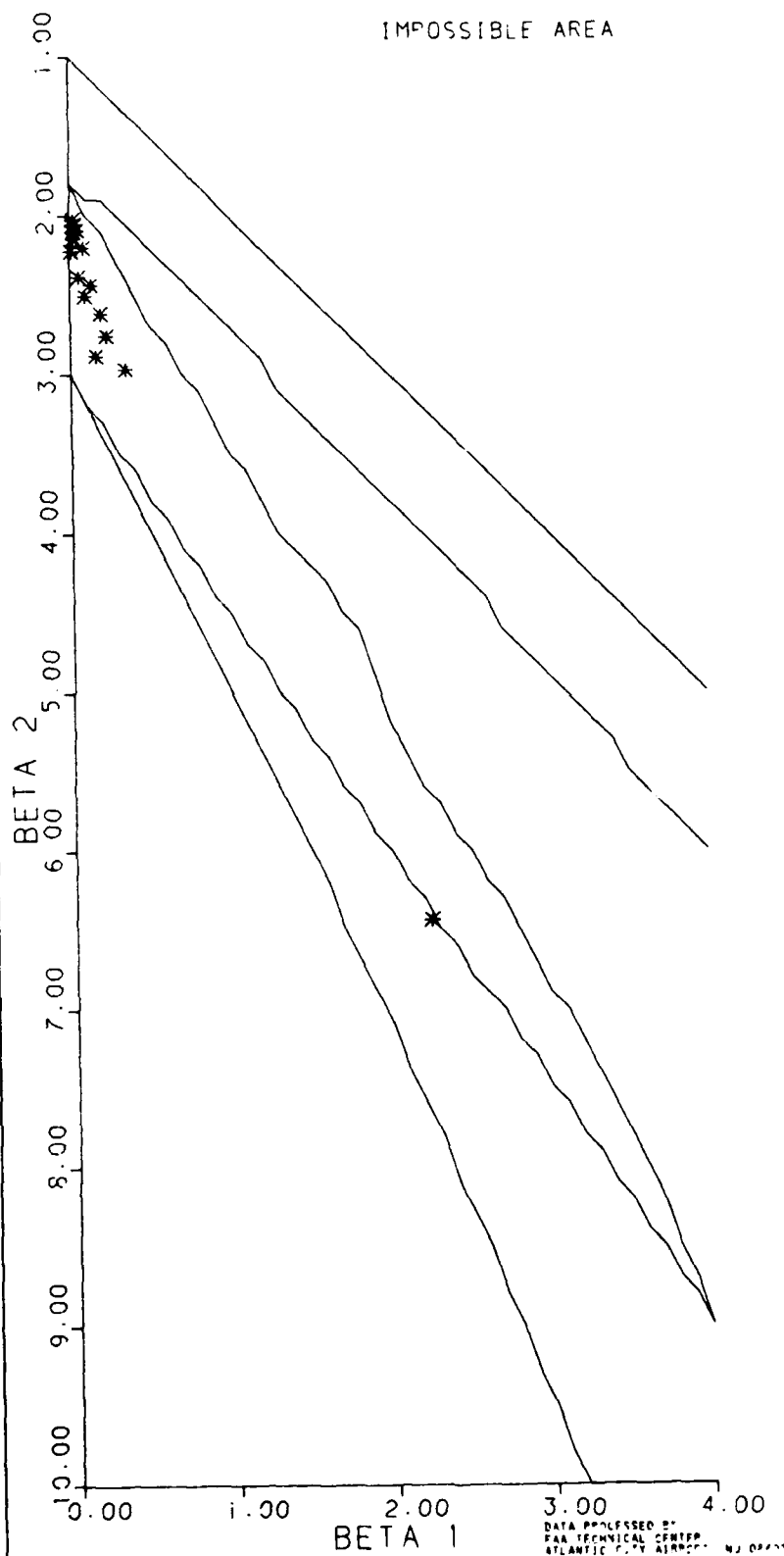


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
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ALONGPATH SPEED (KNOTS)

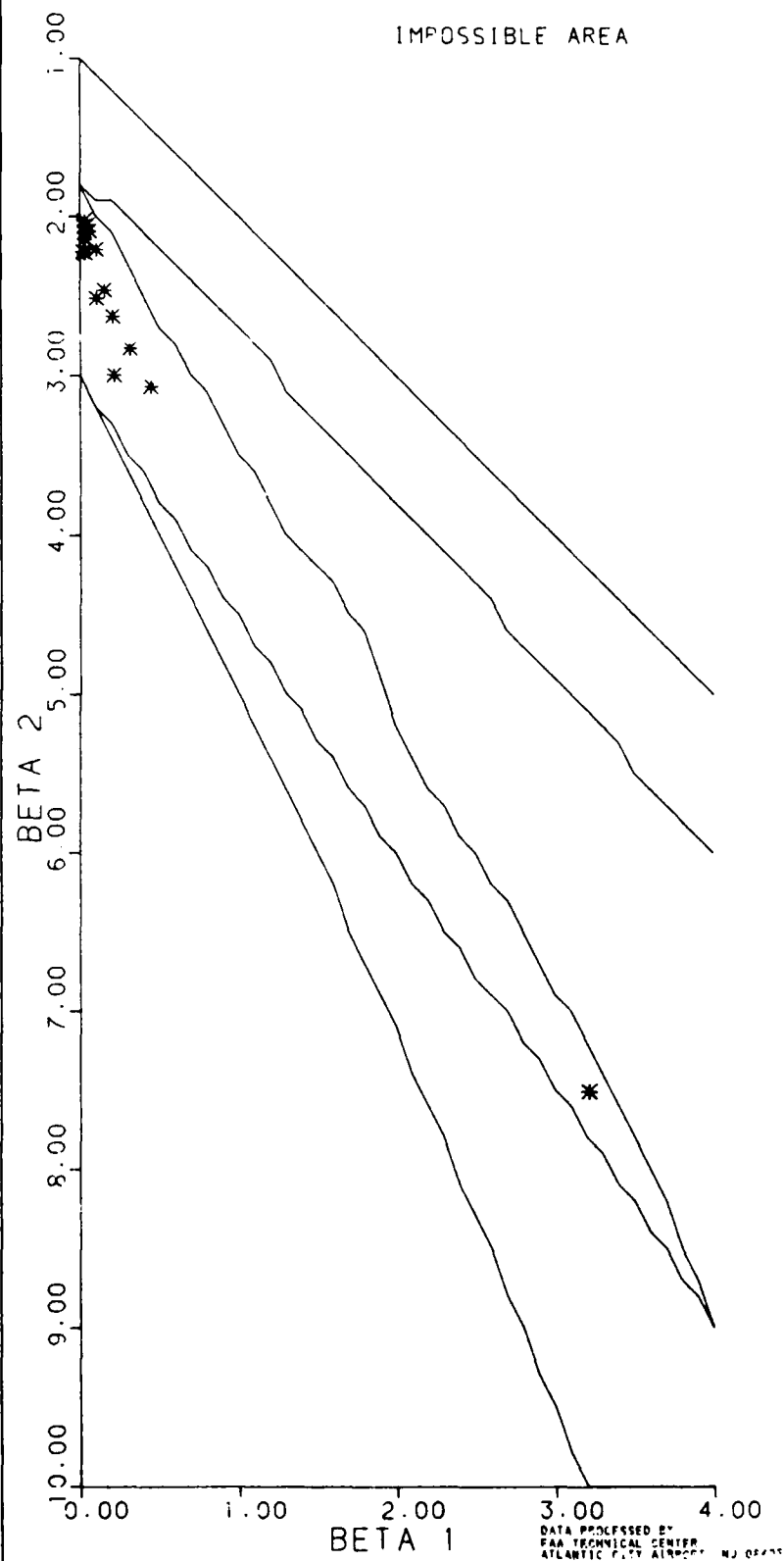




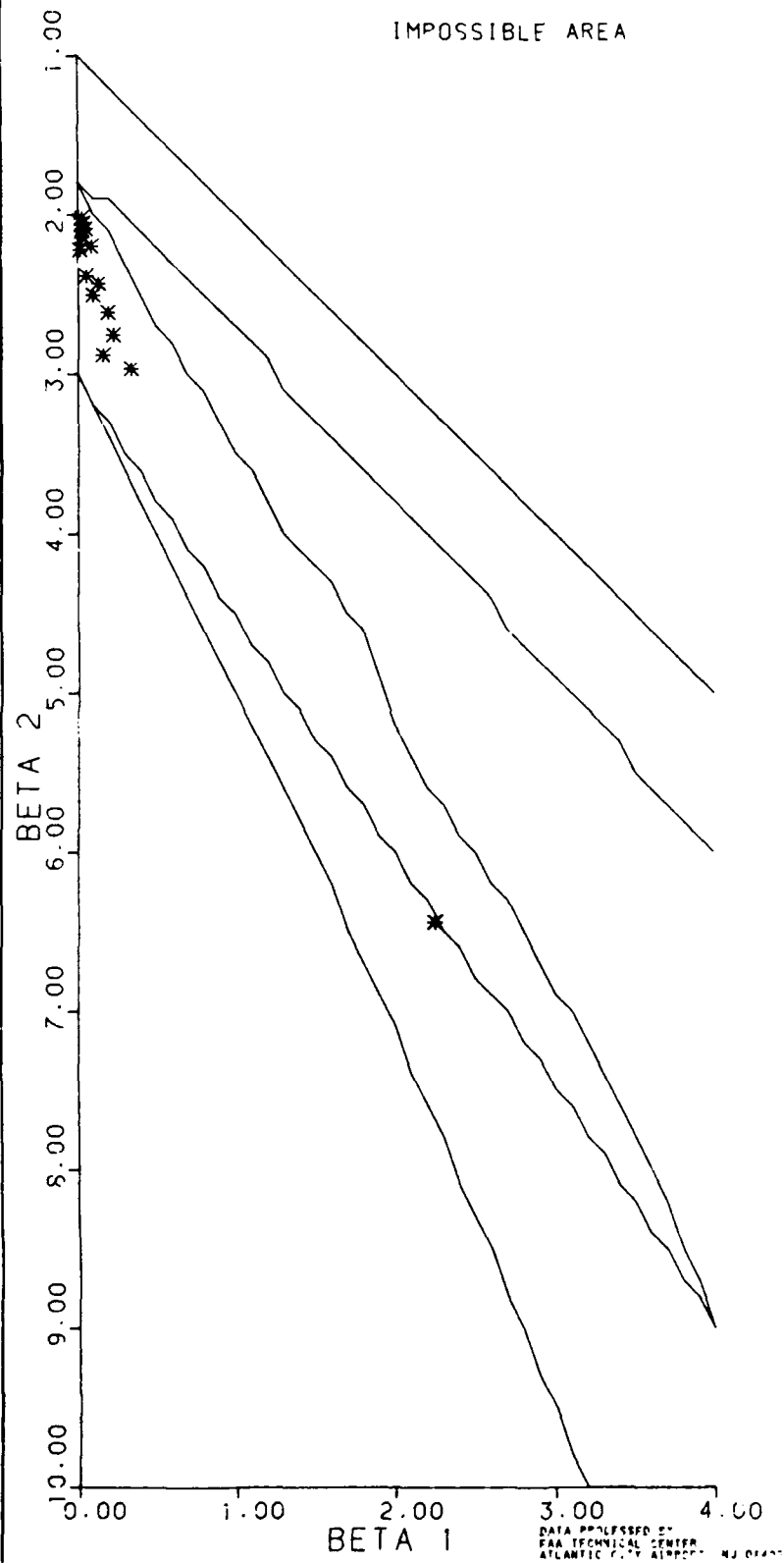
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 ANGULAR ERROR (DEG)



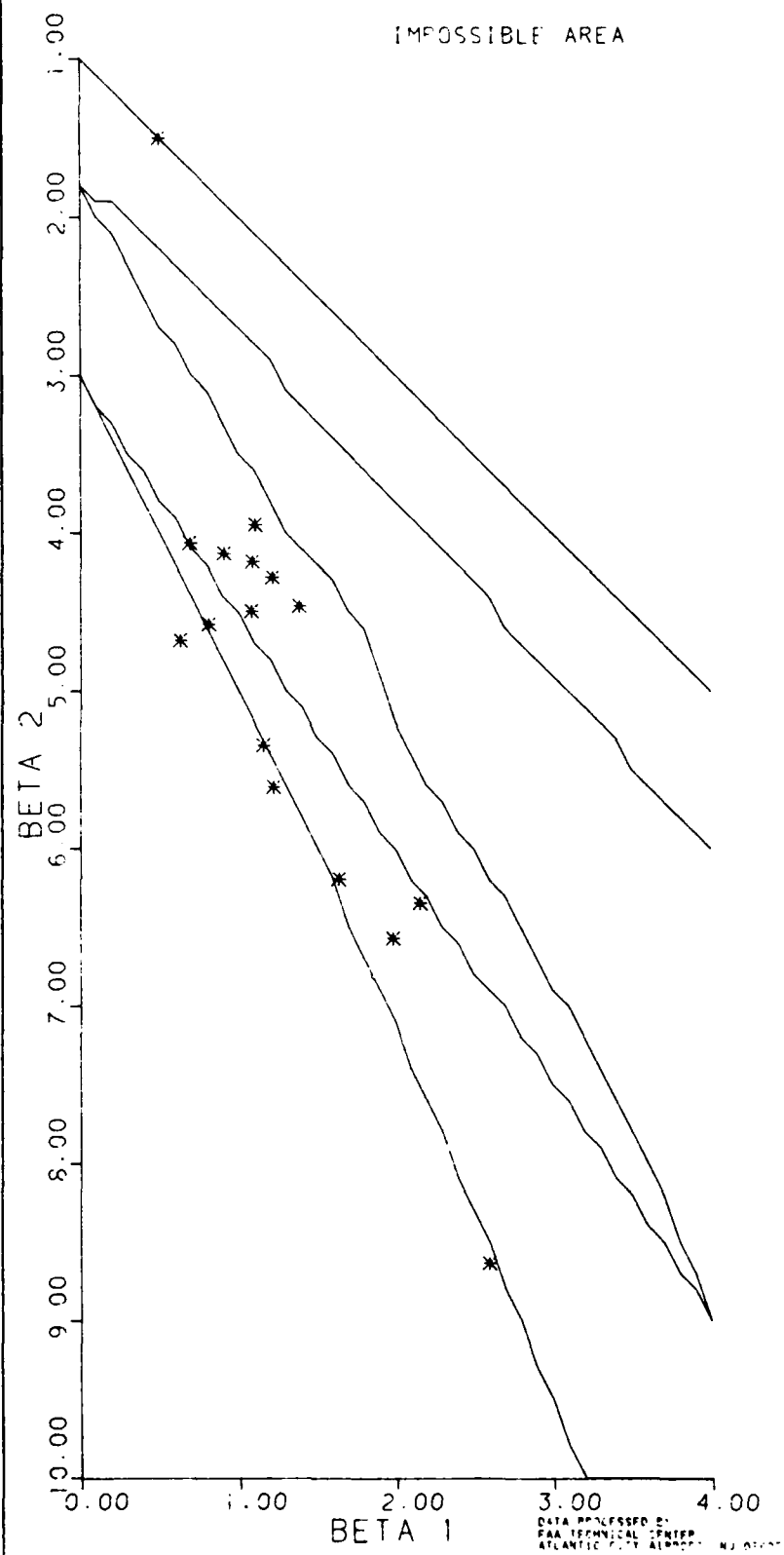
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 ALTITUDE ERROR (FT)



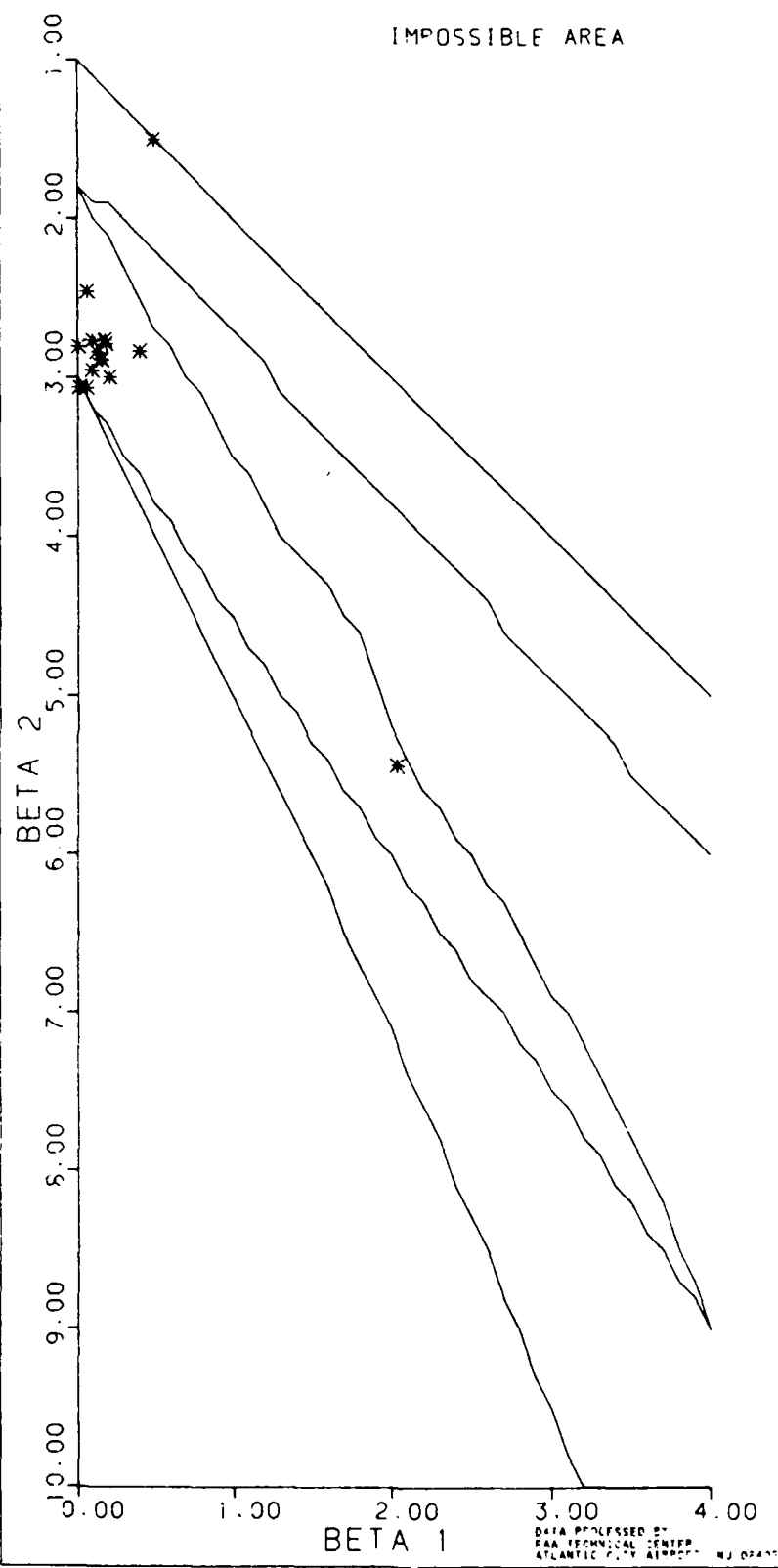
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 ANGULAR POSITION (DEG)



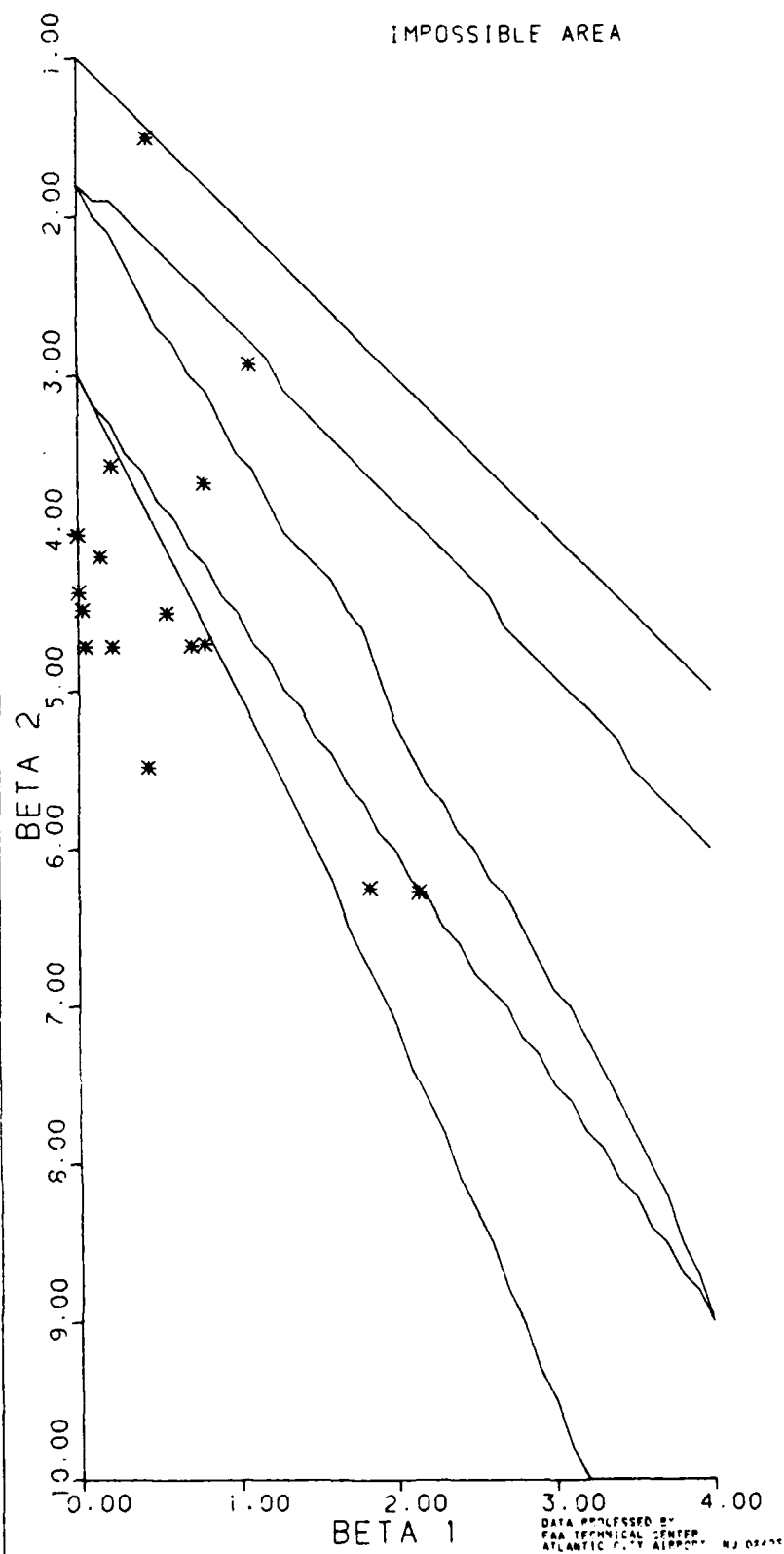
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 CROSSTRACK POSITION (FT)



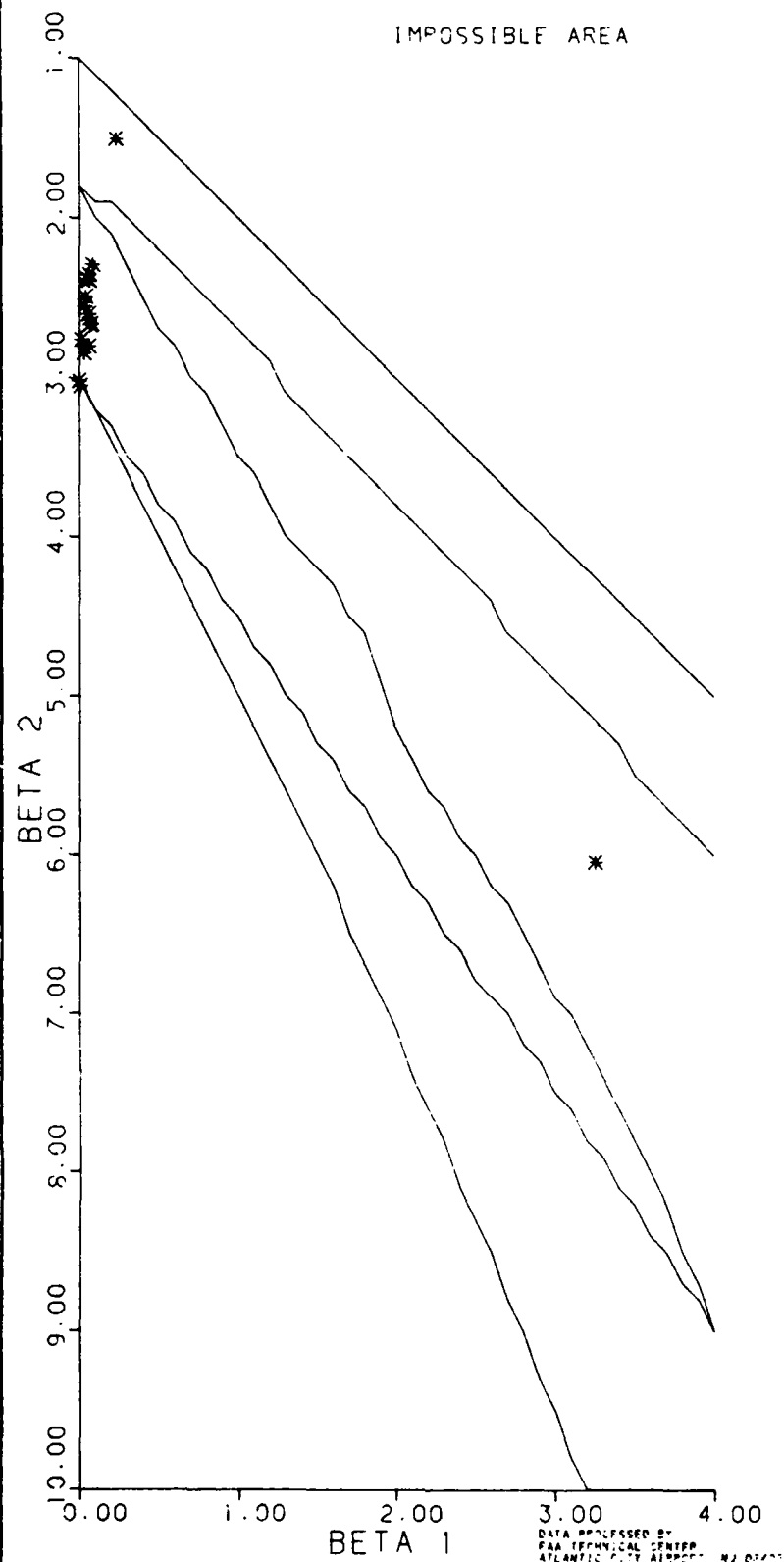
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 ALTITUDE (FT)



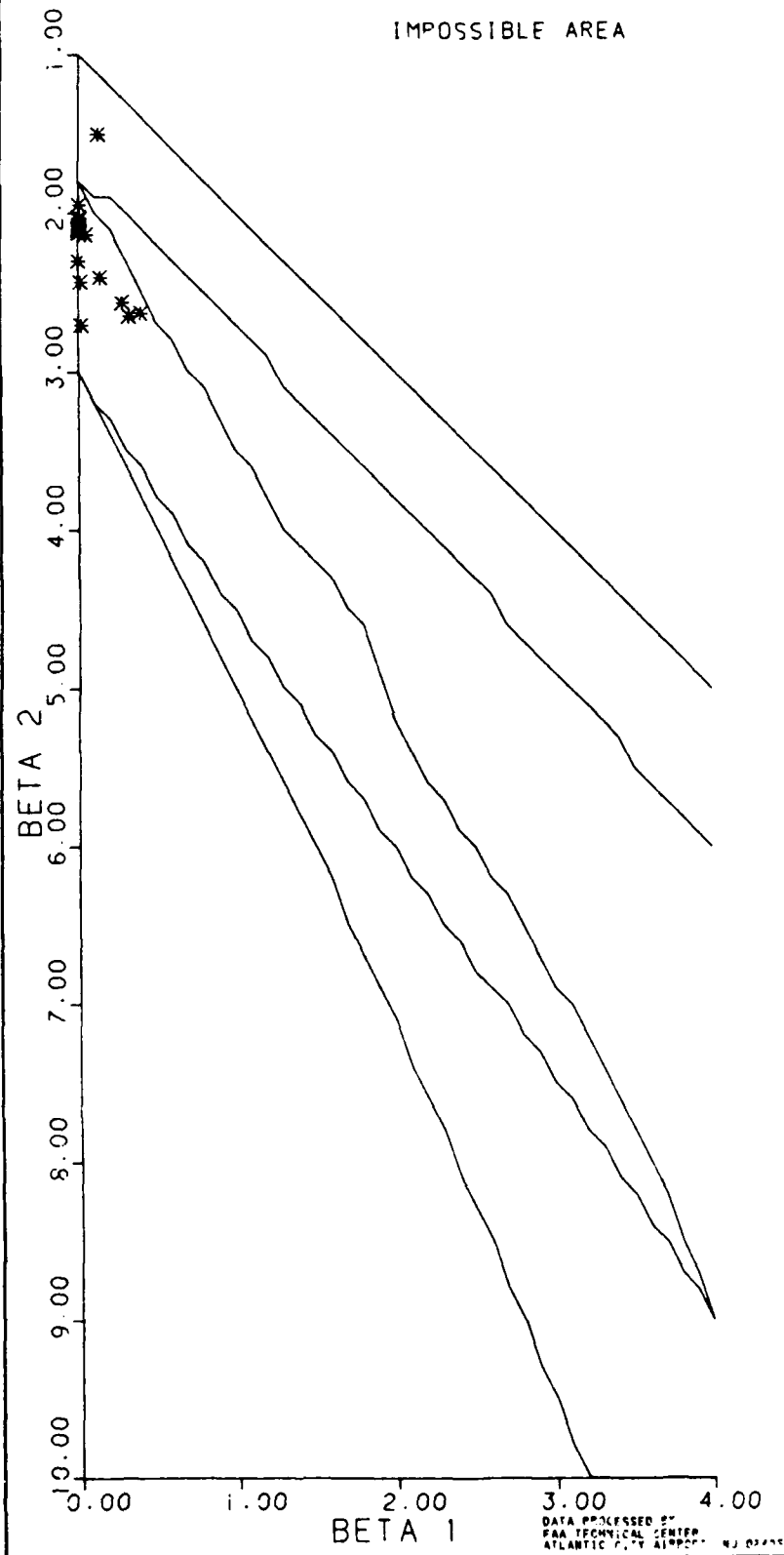
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
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 CROSSTRACK VELOCITY (FPM)



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
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 ALONGTRACK VELOCITY (FPM)

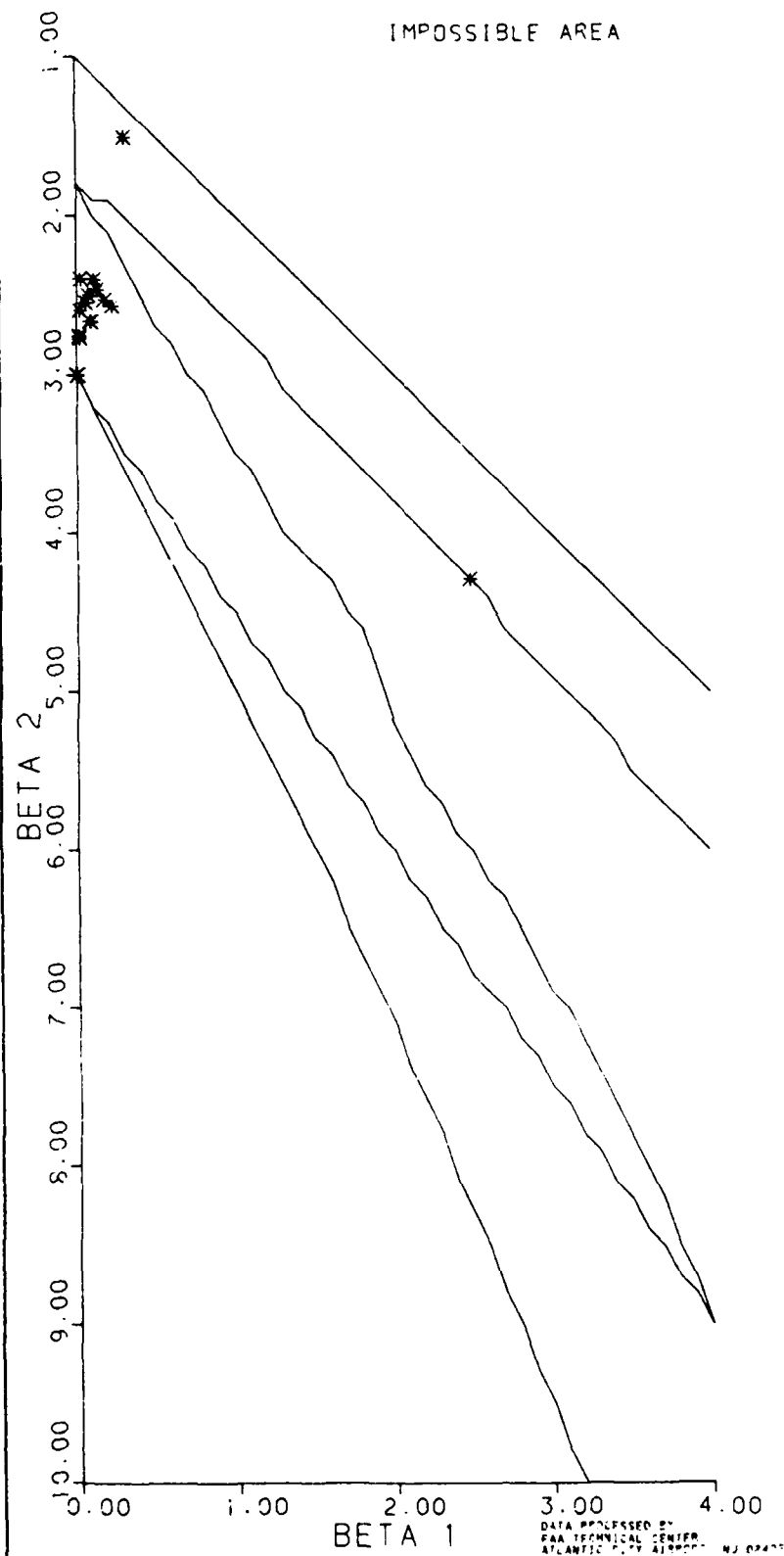


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
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 VERTICAL VELOCITY (FPM)

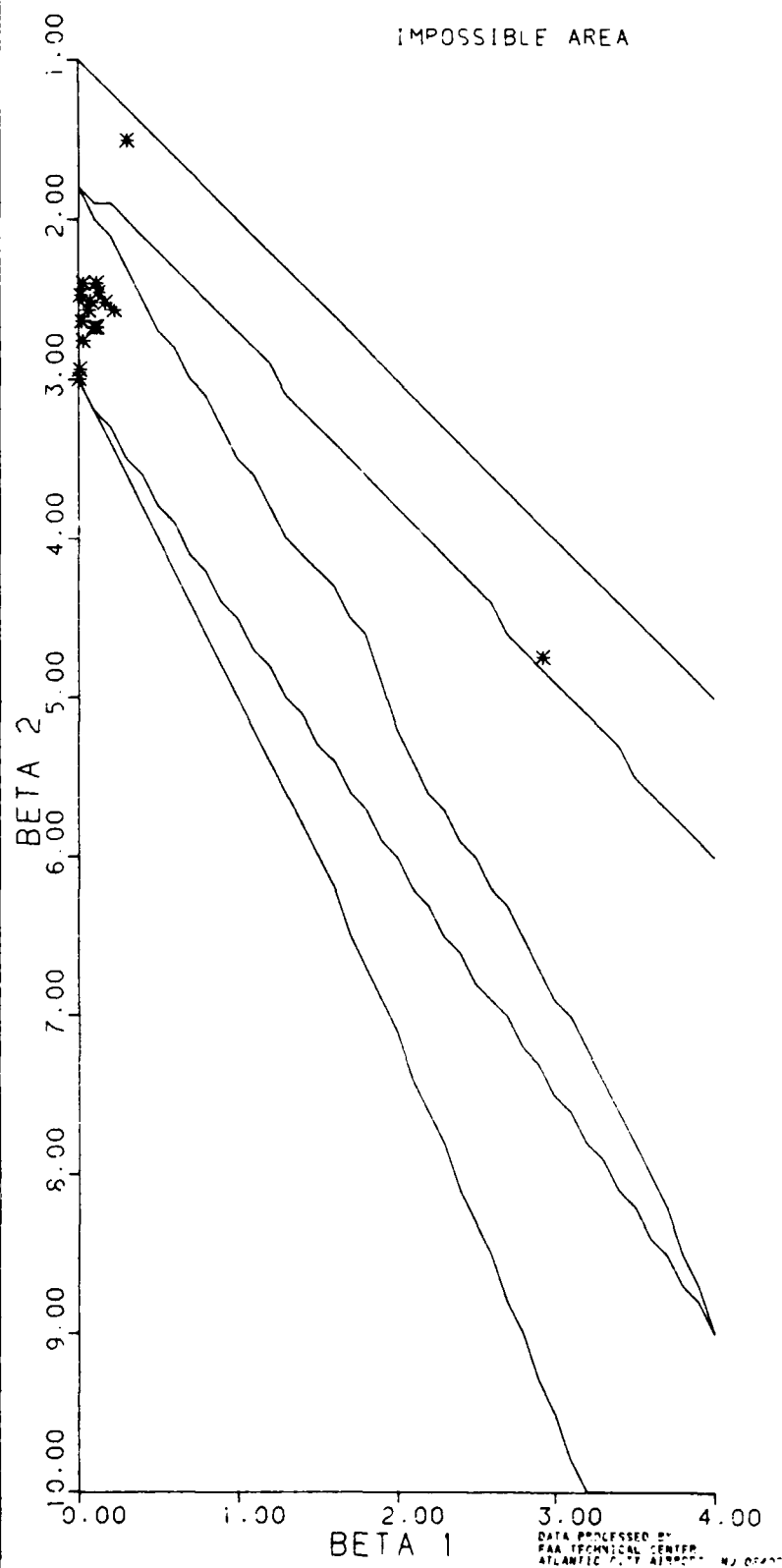




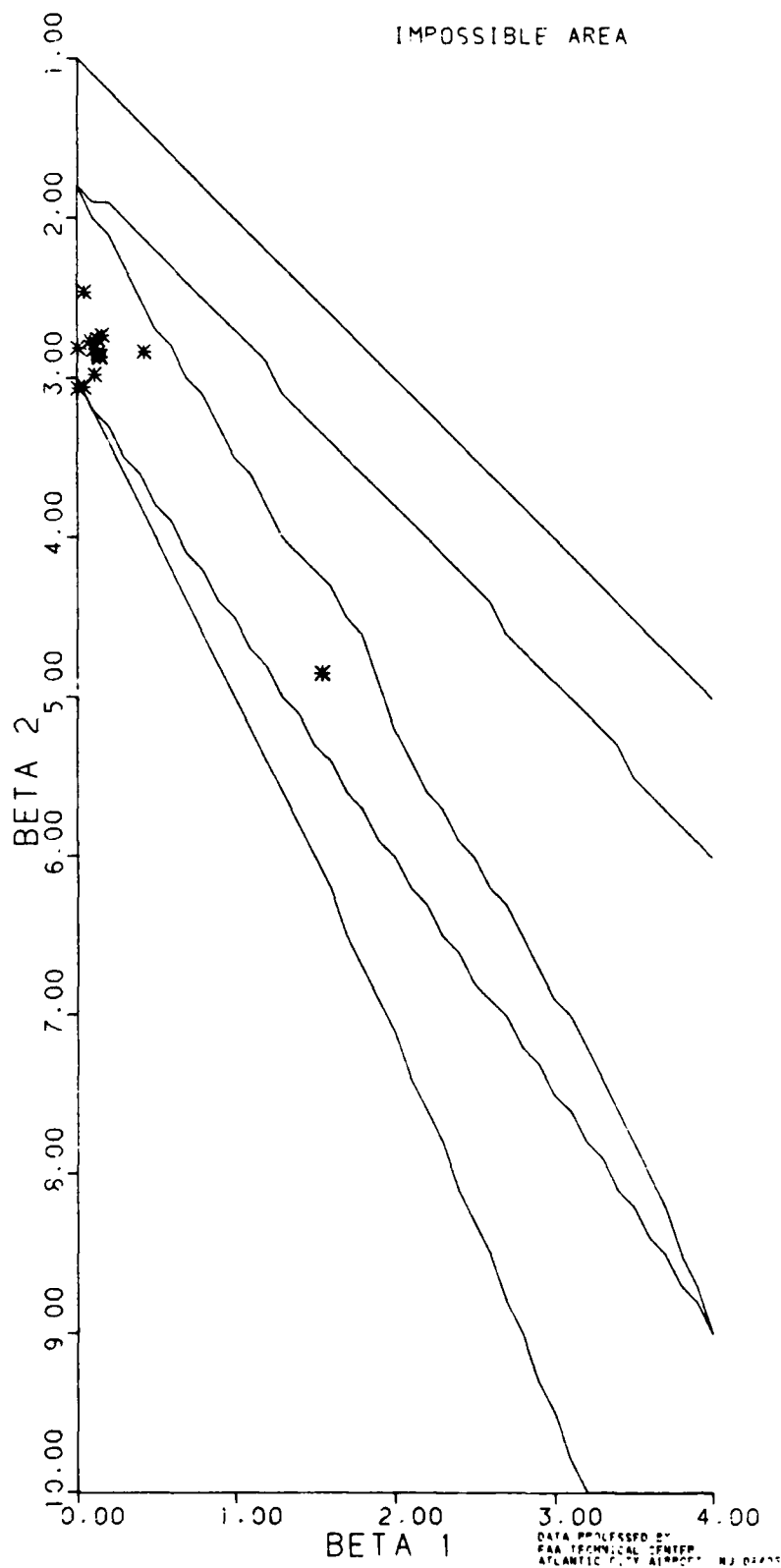
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 GROUND SPEED (KNOTS)



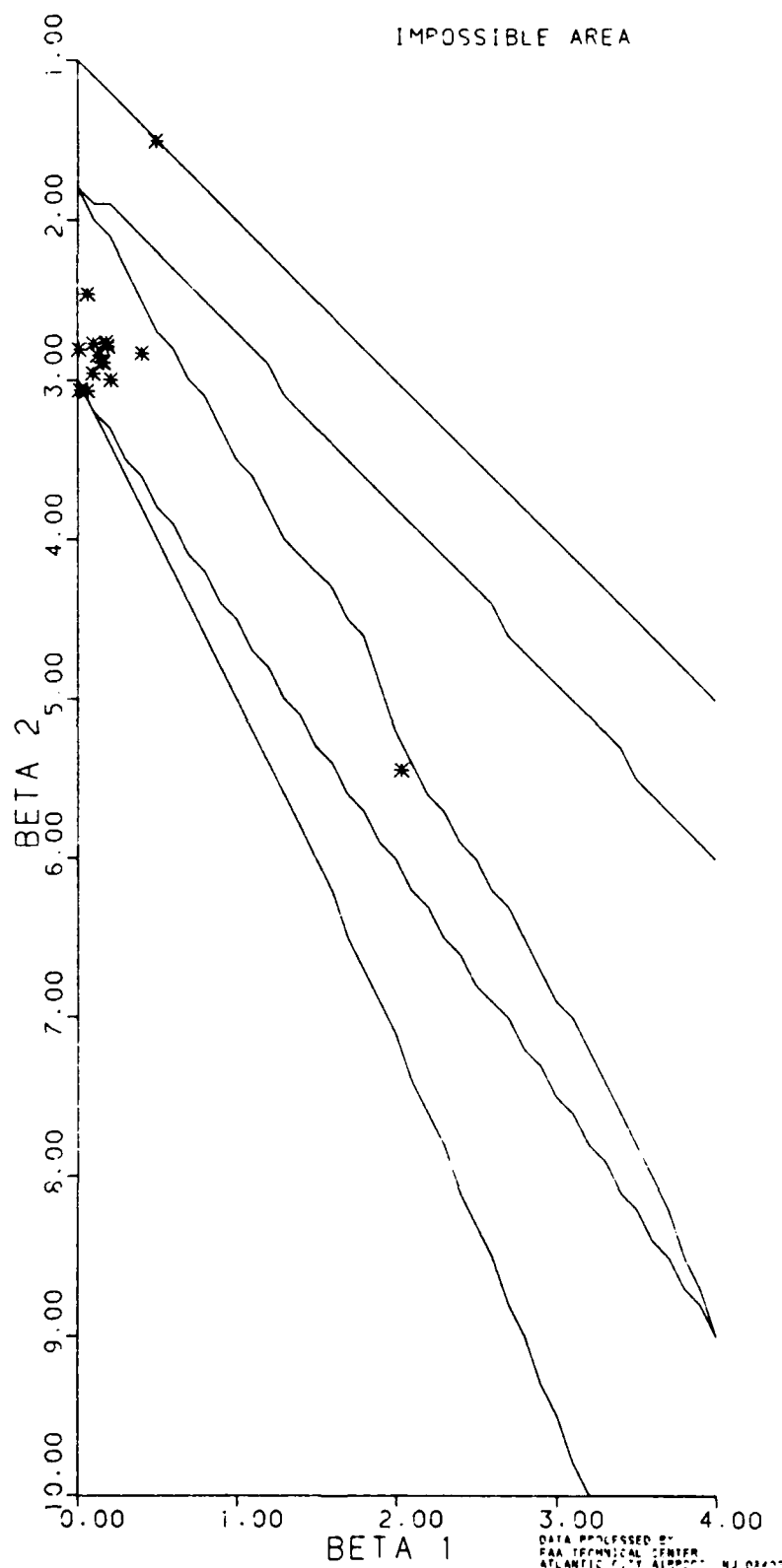
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 ALONG PATH SPEED (KNOTS)



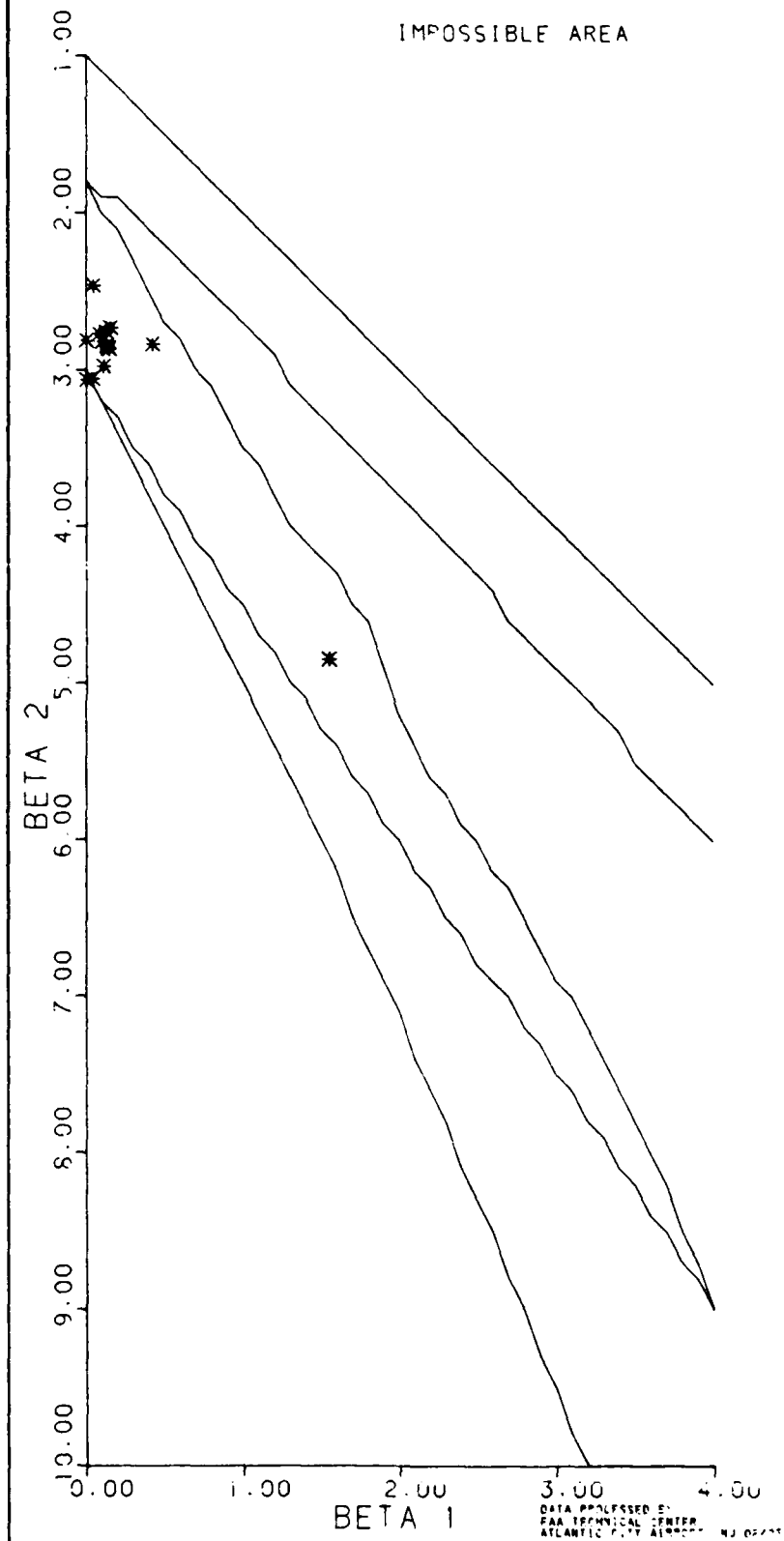
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 ANGULAR ERROR (DEG)



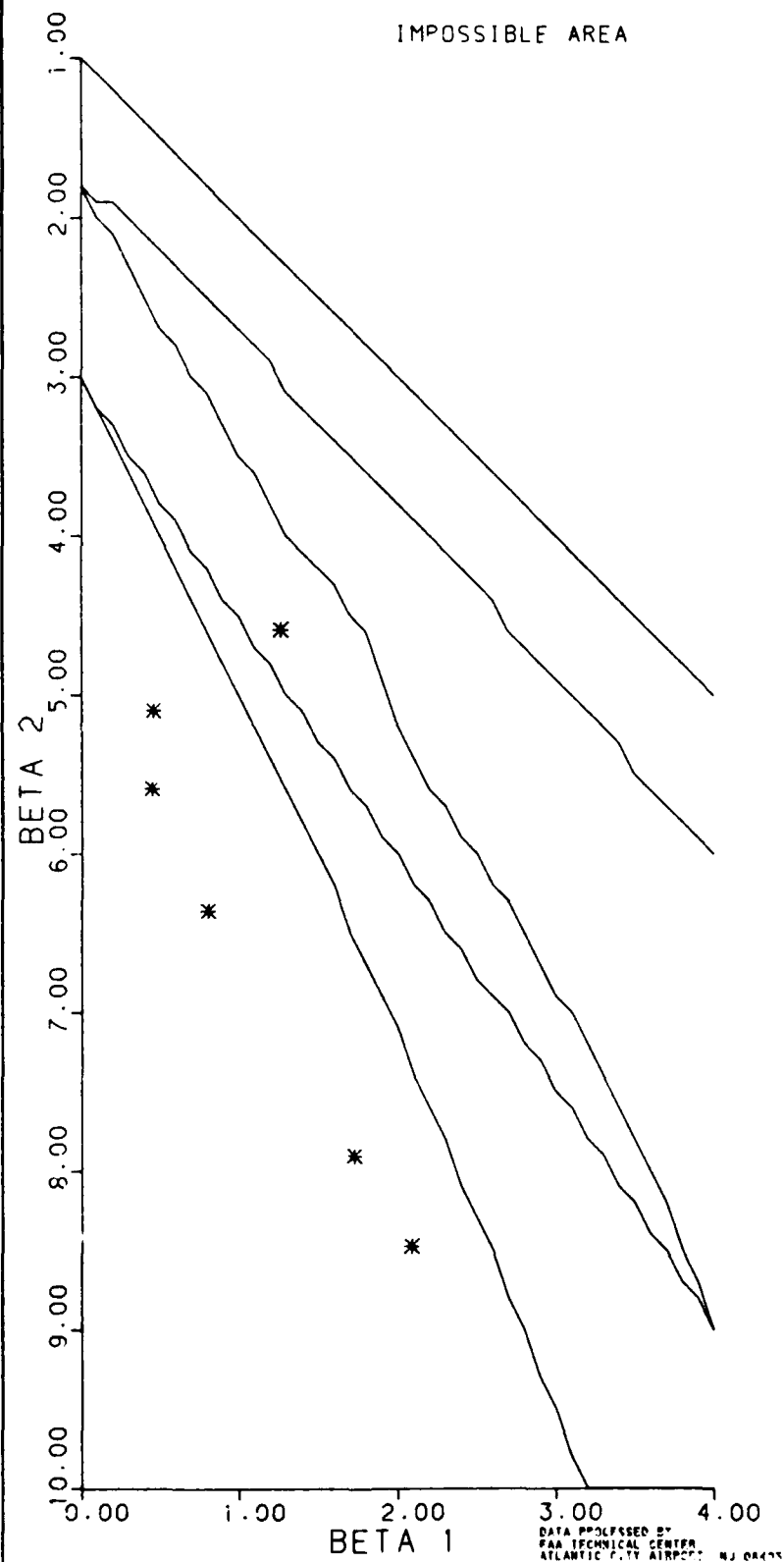
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 ALTITUDE ERROR (FT)



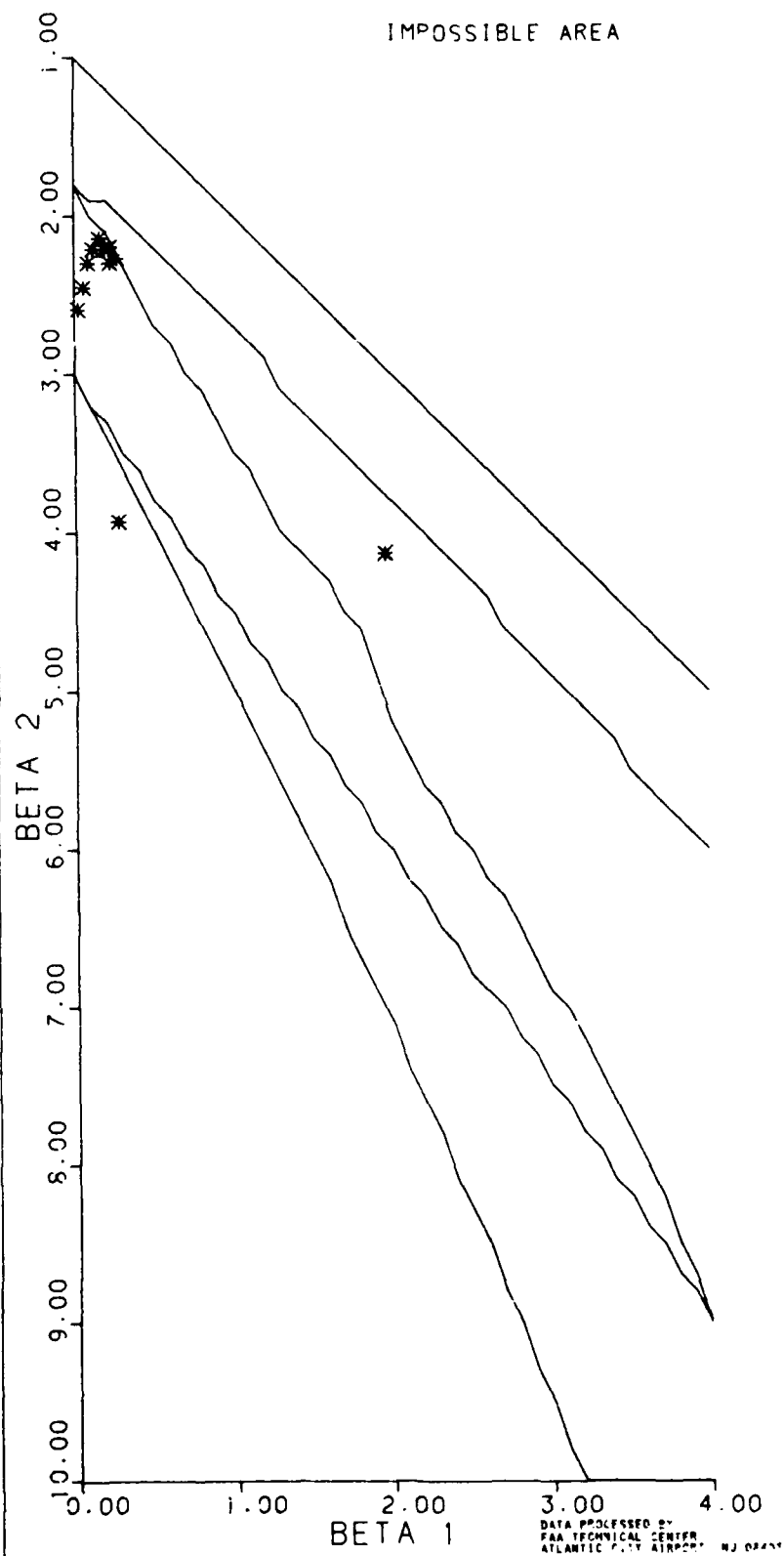
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 ANGULAR POSITION (DEG)



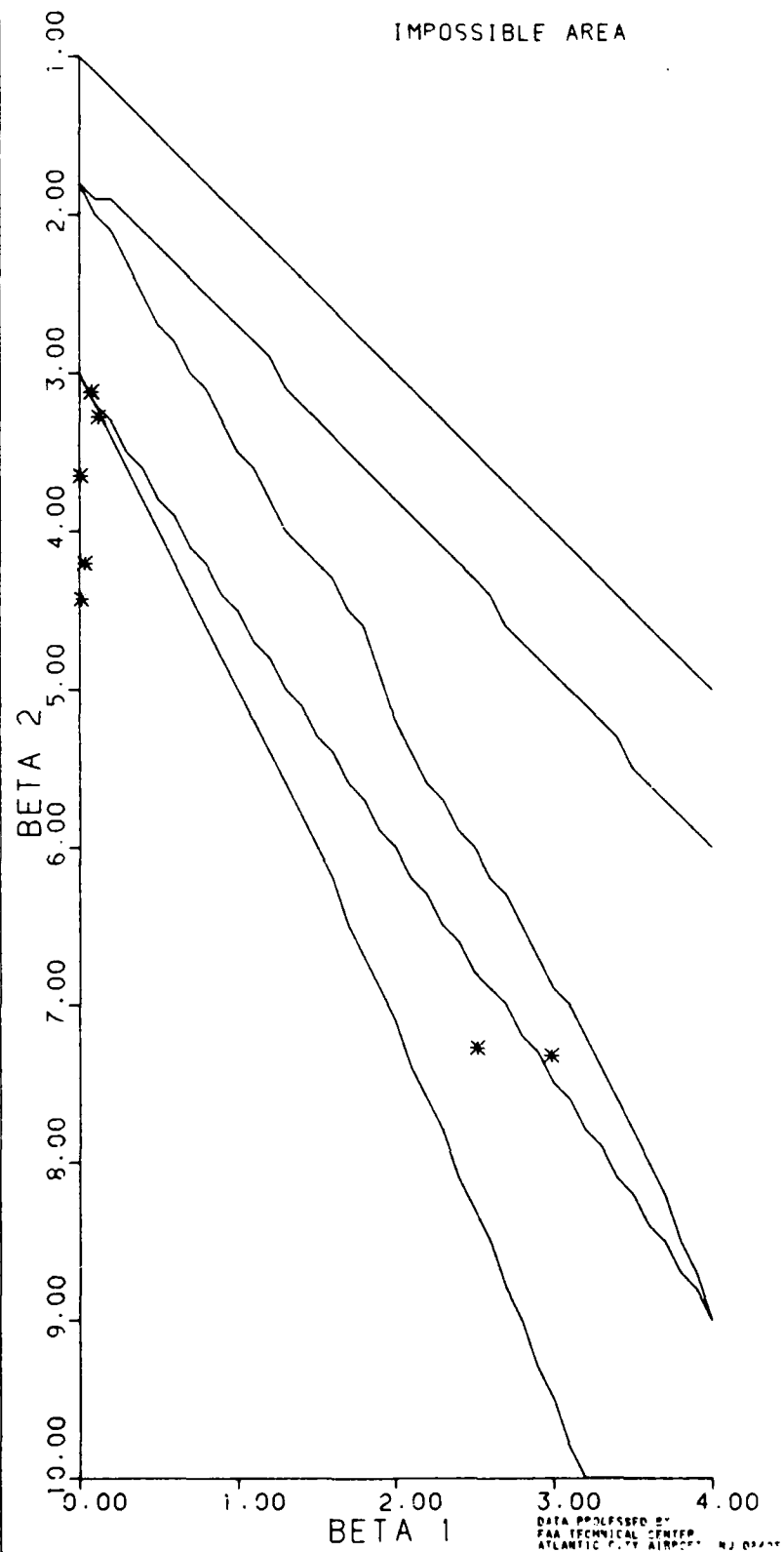
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 10.00 DEGREE CURVED APPROACHES  
 CROSSTRACK POSITION (FT)



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 10.00 DEGREE CURVED APPROACHES  
 ALTITUDE (FT)

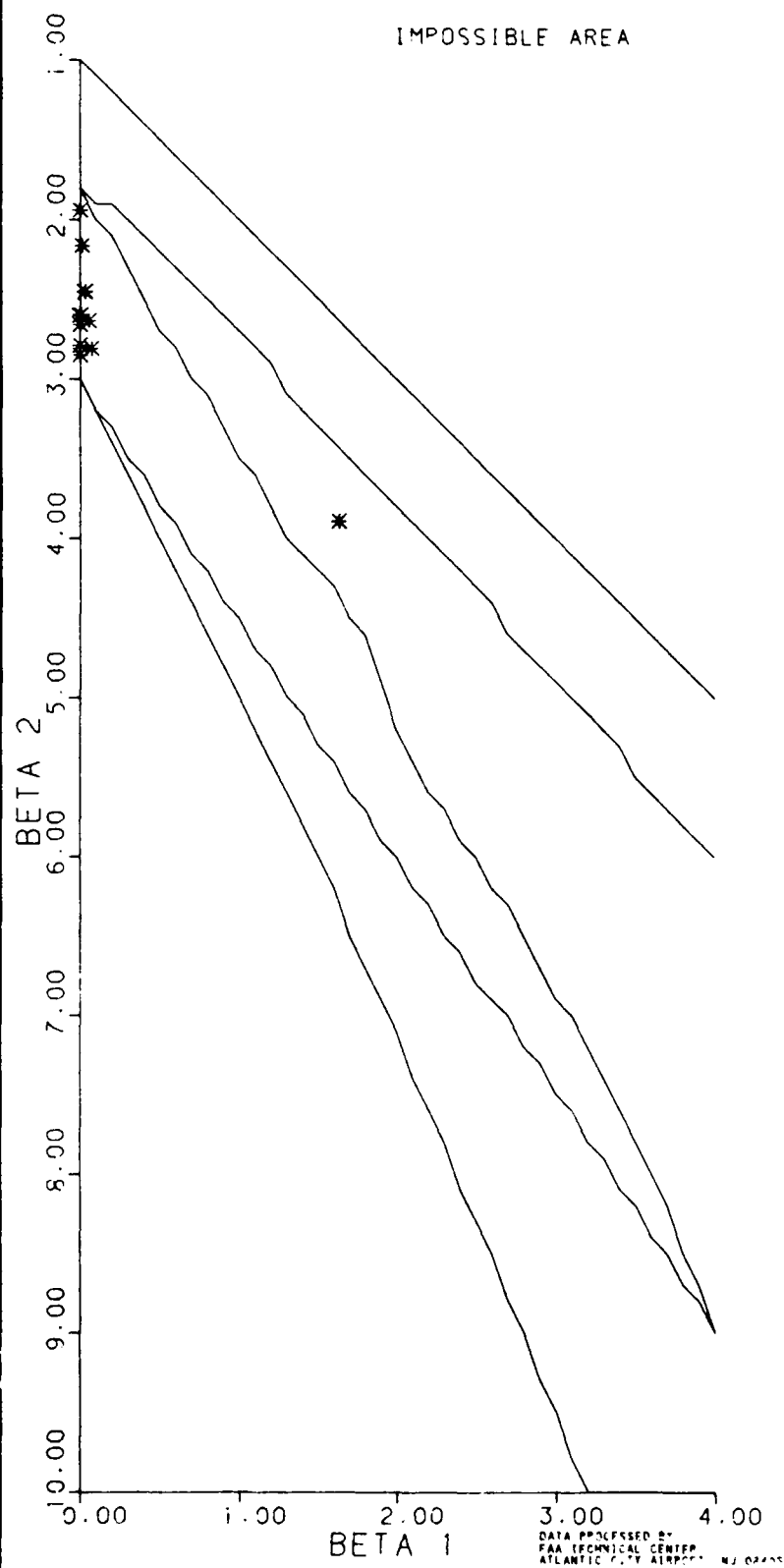


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
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 CROSSTRACK VELOCITY (FPM)

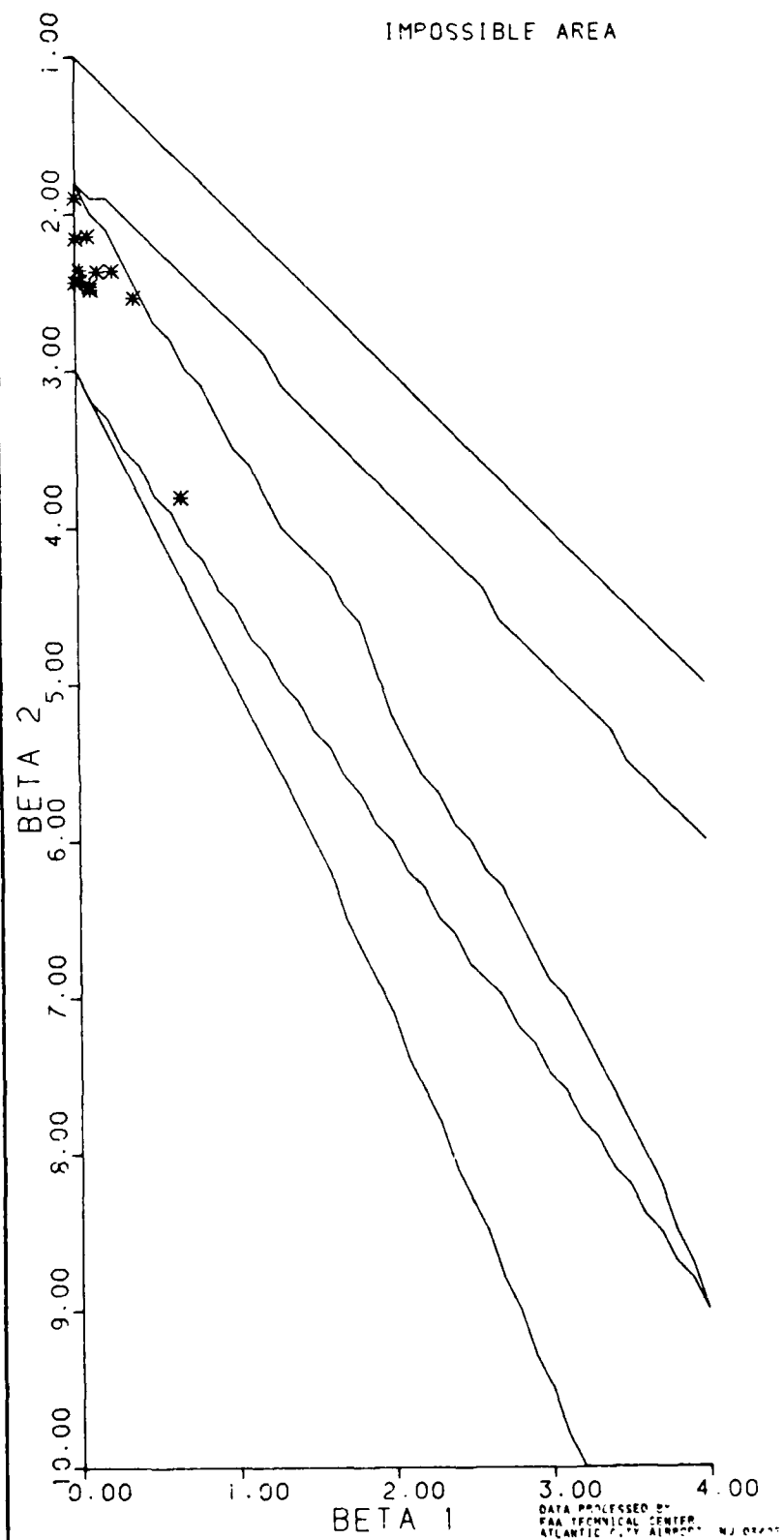




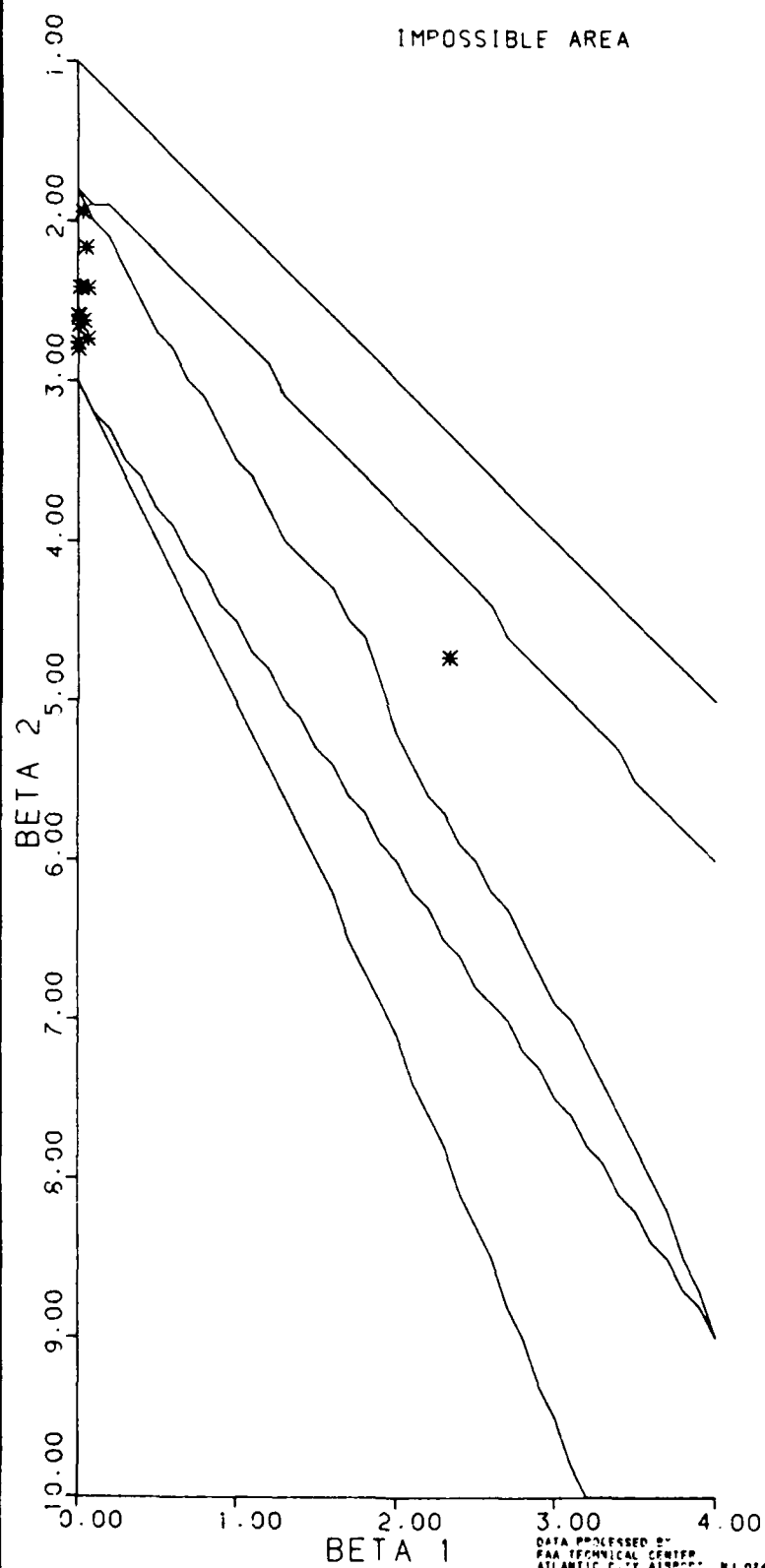
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
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 ALONG TRACK VELOCITY (FPM)



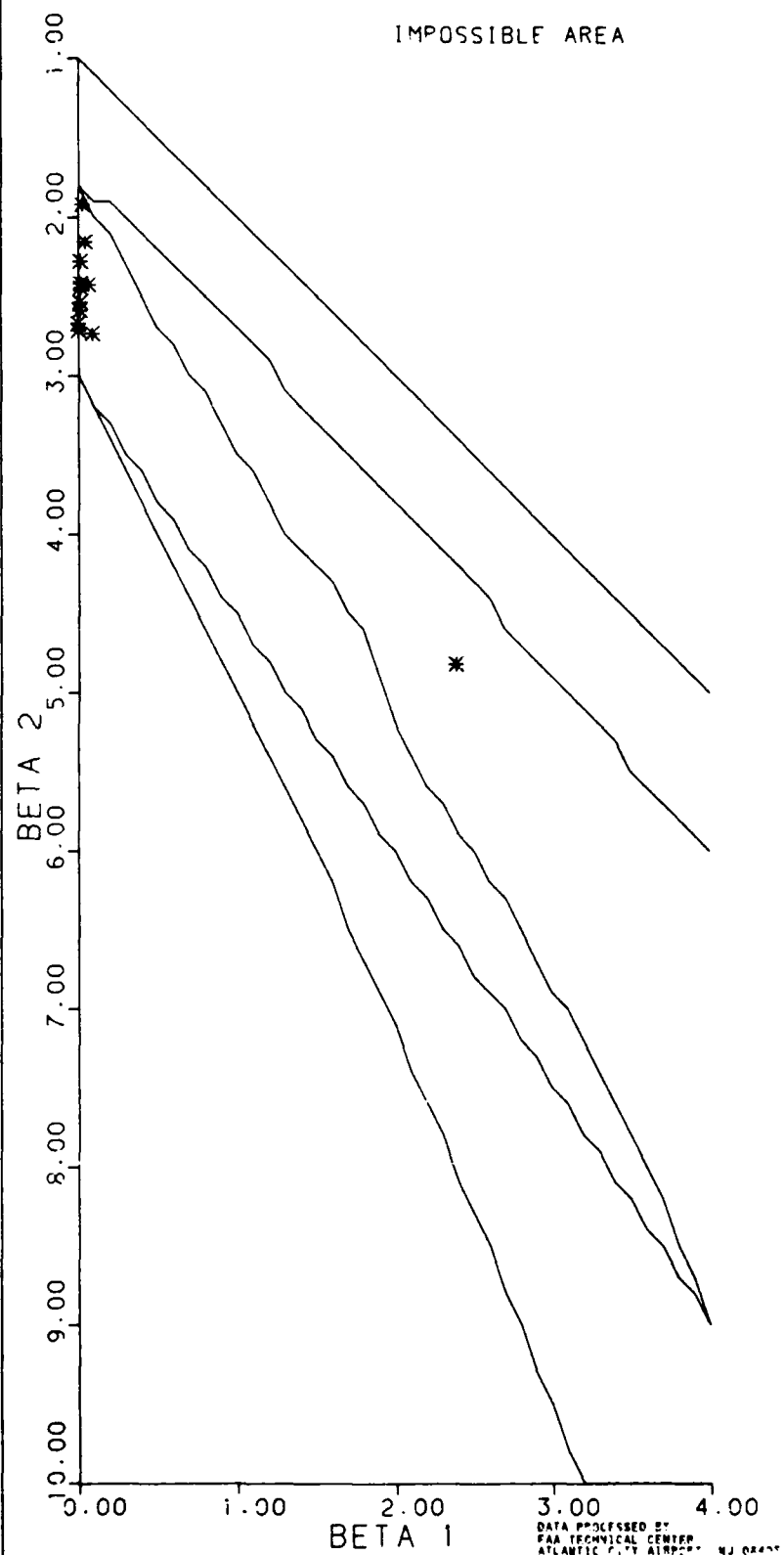
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 VERTICAL VELOCITY (FPM)



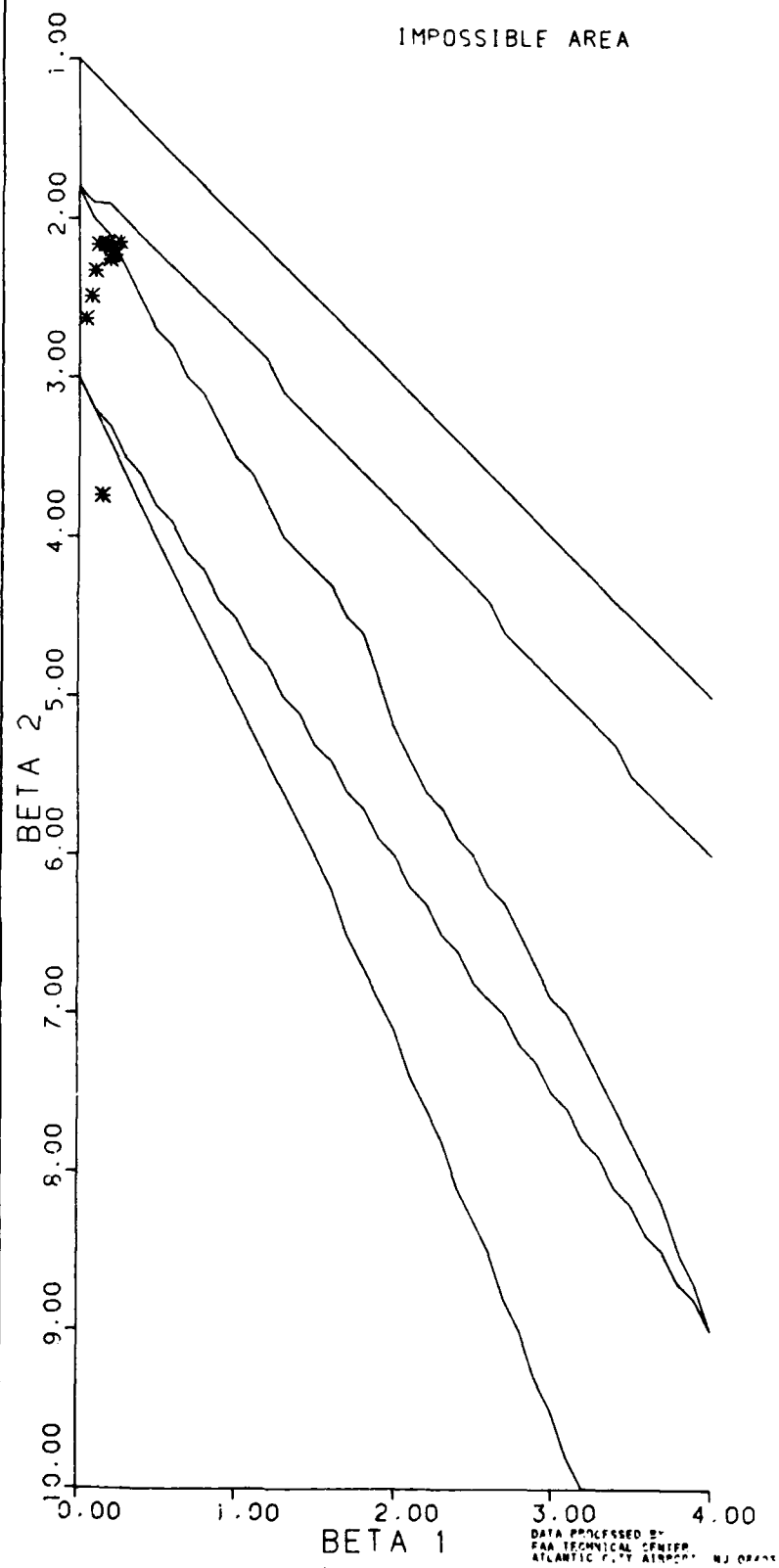
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
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 GROUND SPEED (KNOTS)



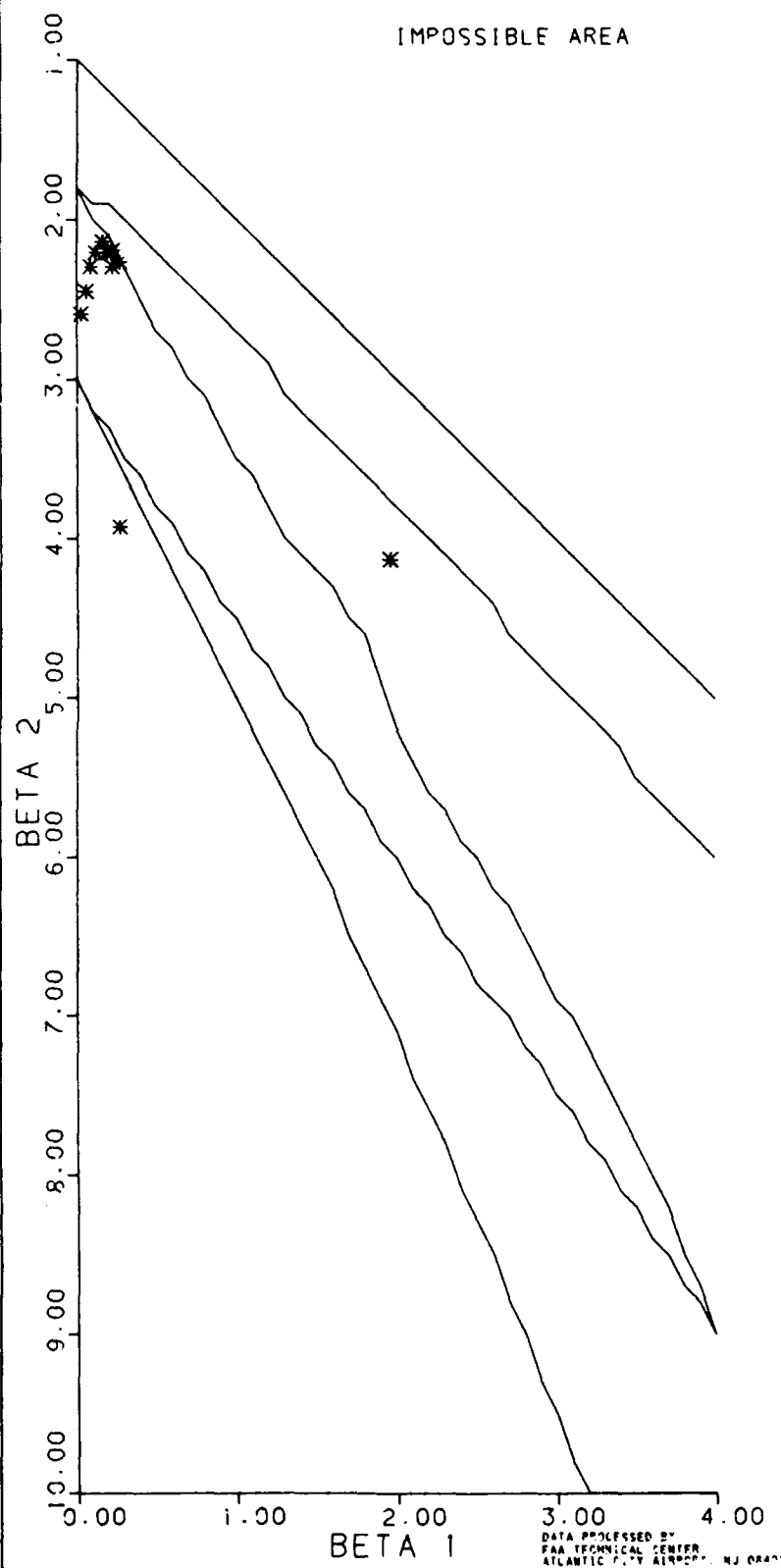
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ALONGPATH SPEED (KNOTS)



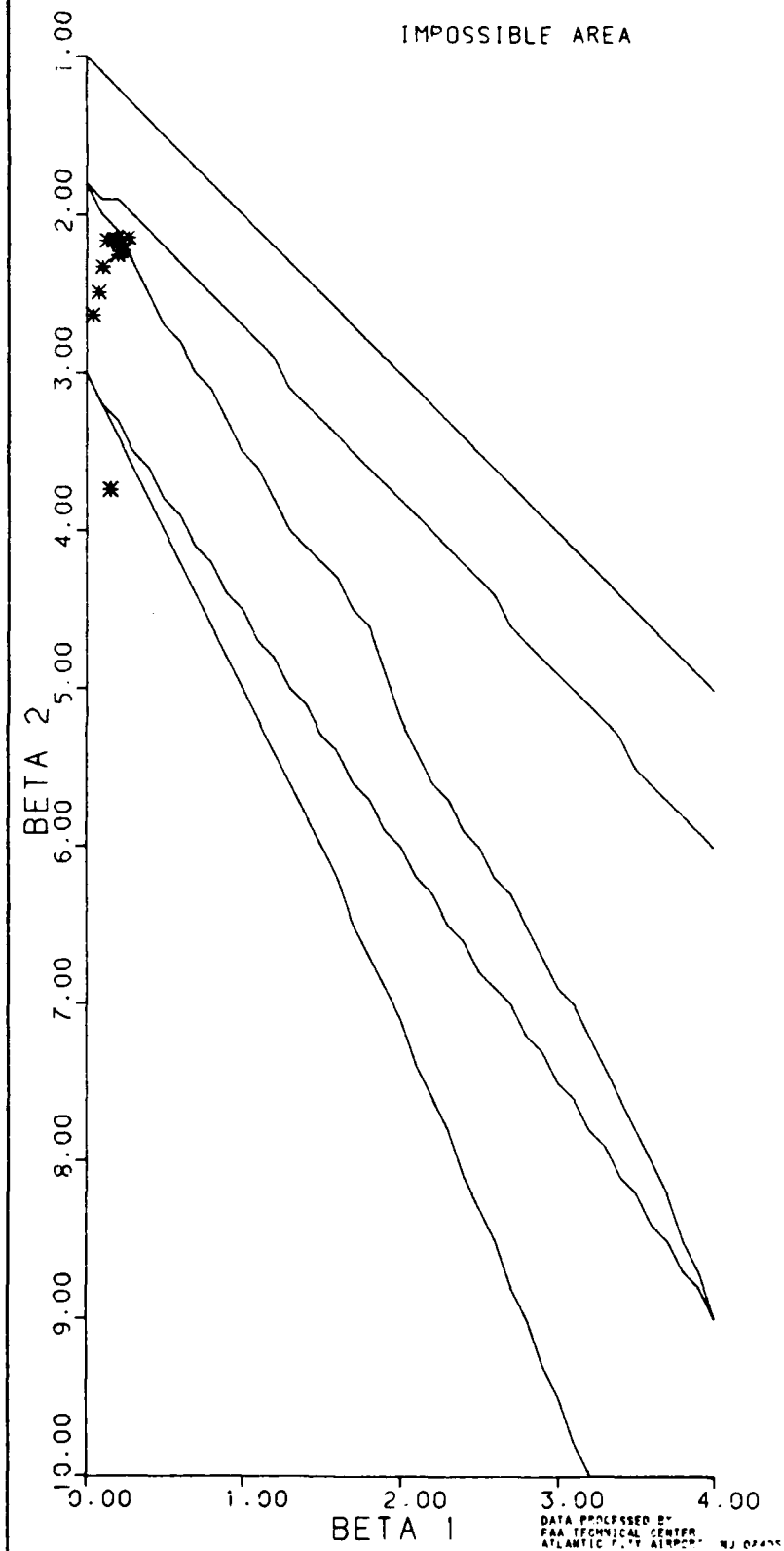
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 ANGULAR ERROR (DEG)



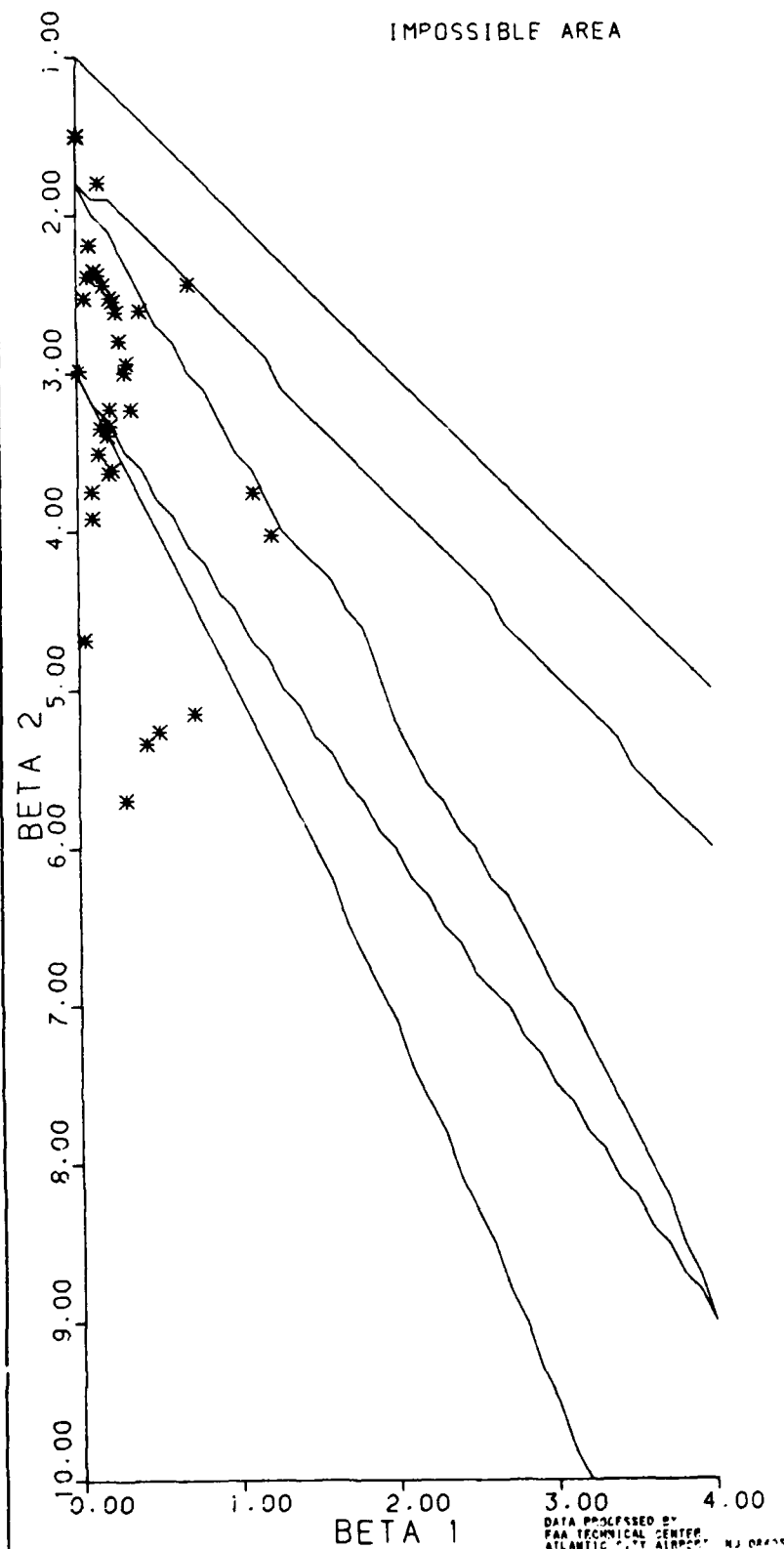
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 10.00 DEGREE CURVED APPROACHES  
 ALTITUDE ERROR (FT)



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 10.00 DEGREE CURVED APPROACHES  
 ANGULAR POSITION (DEC)

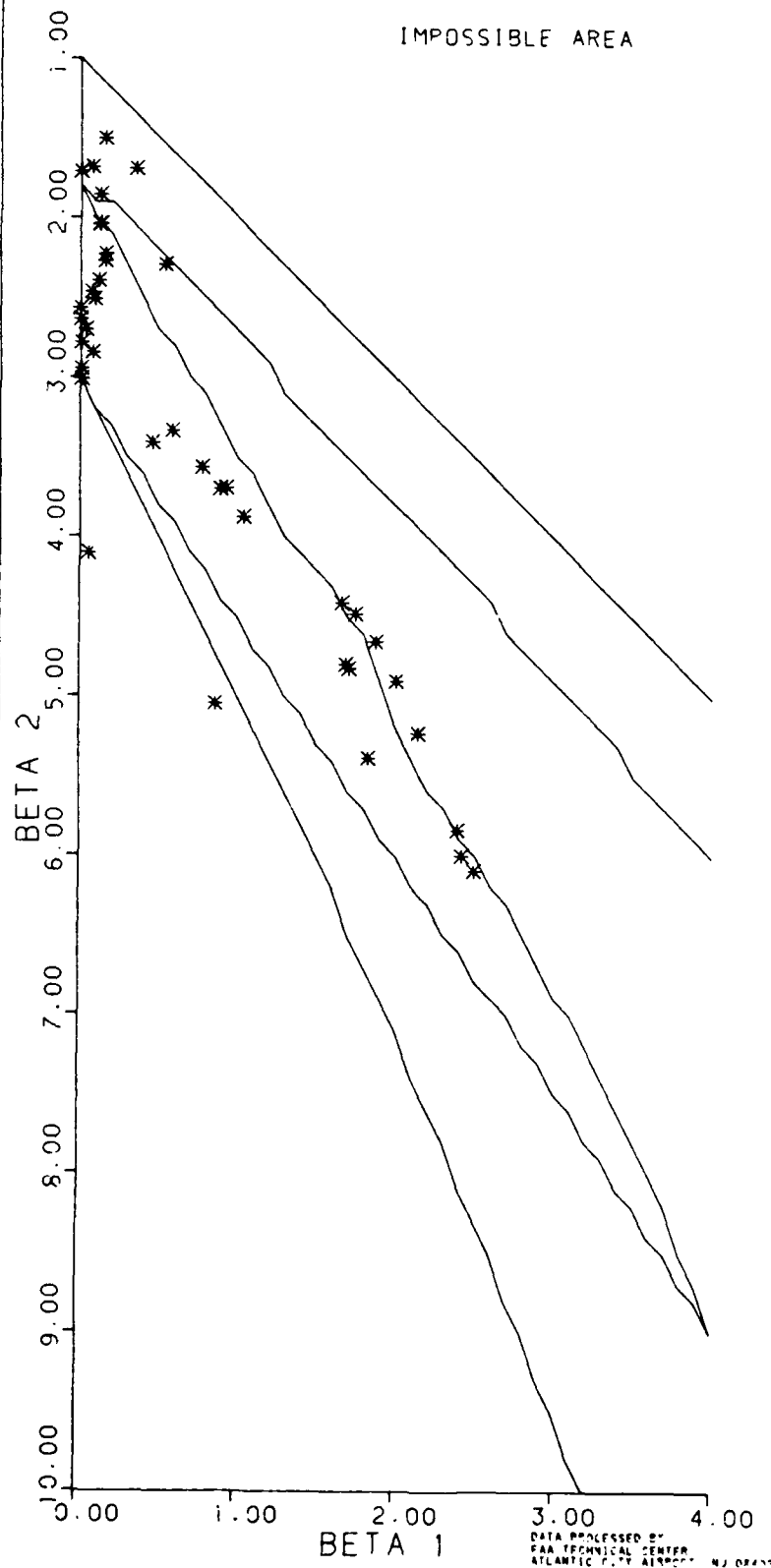


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 7.125 DEGREE STRAIGHT OUT DEPARTURES  
 CROSSTRACK POSITION (FT)

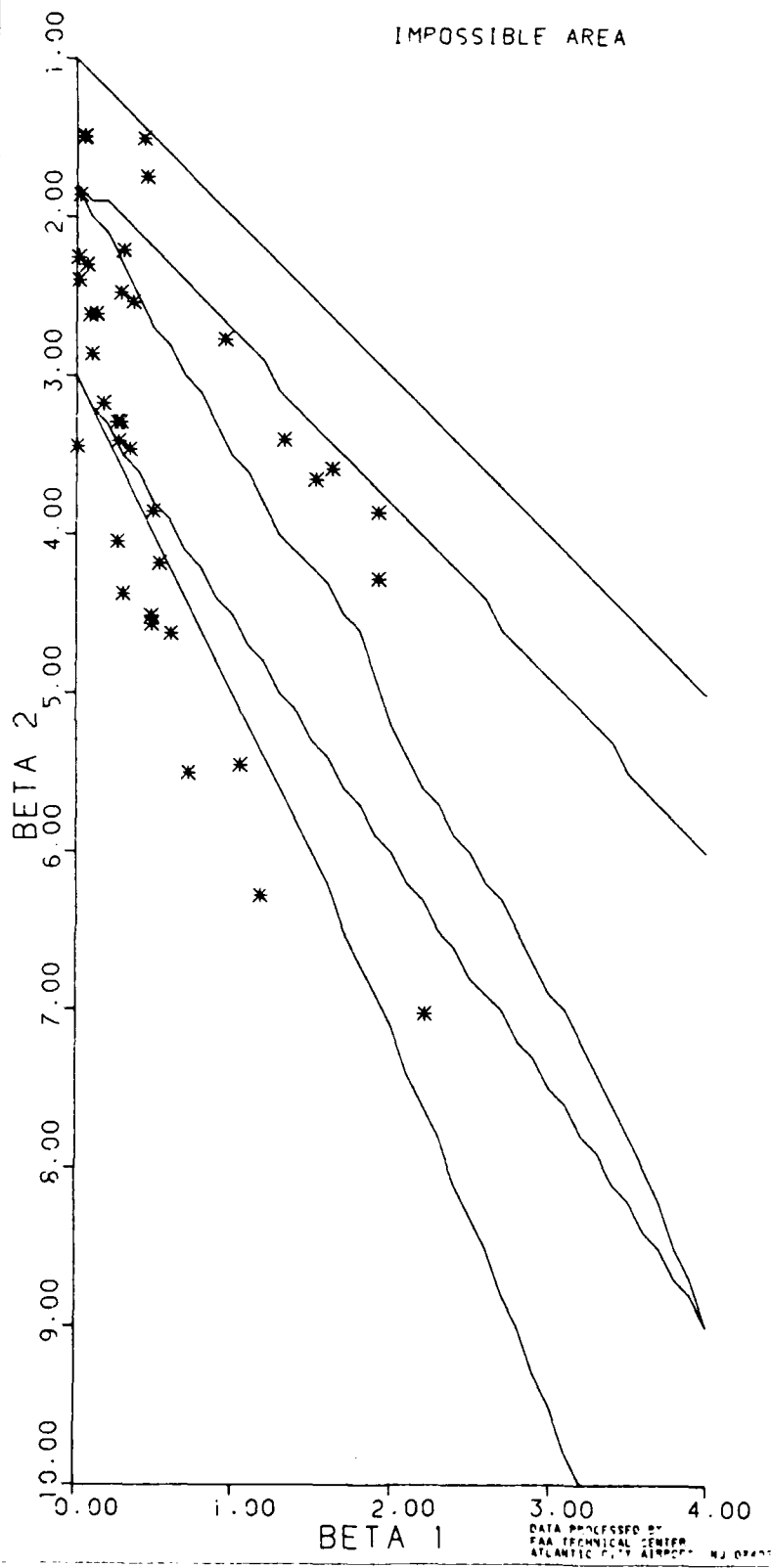




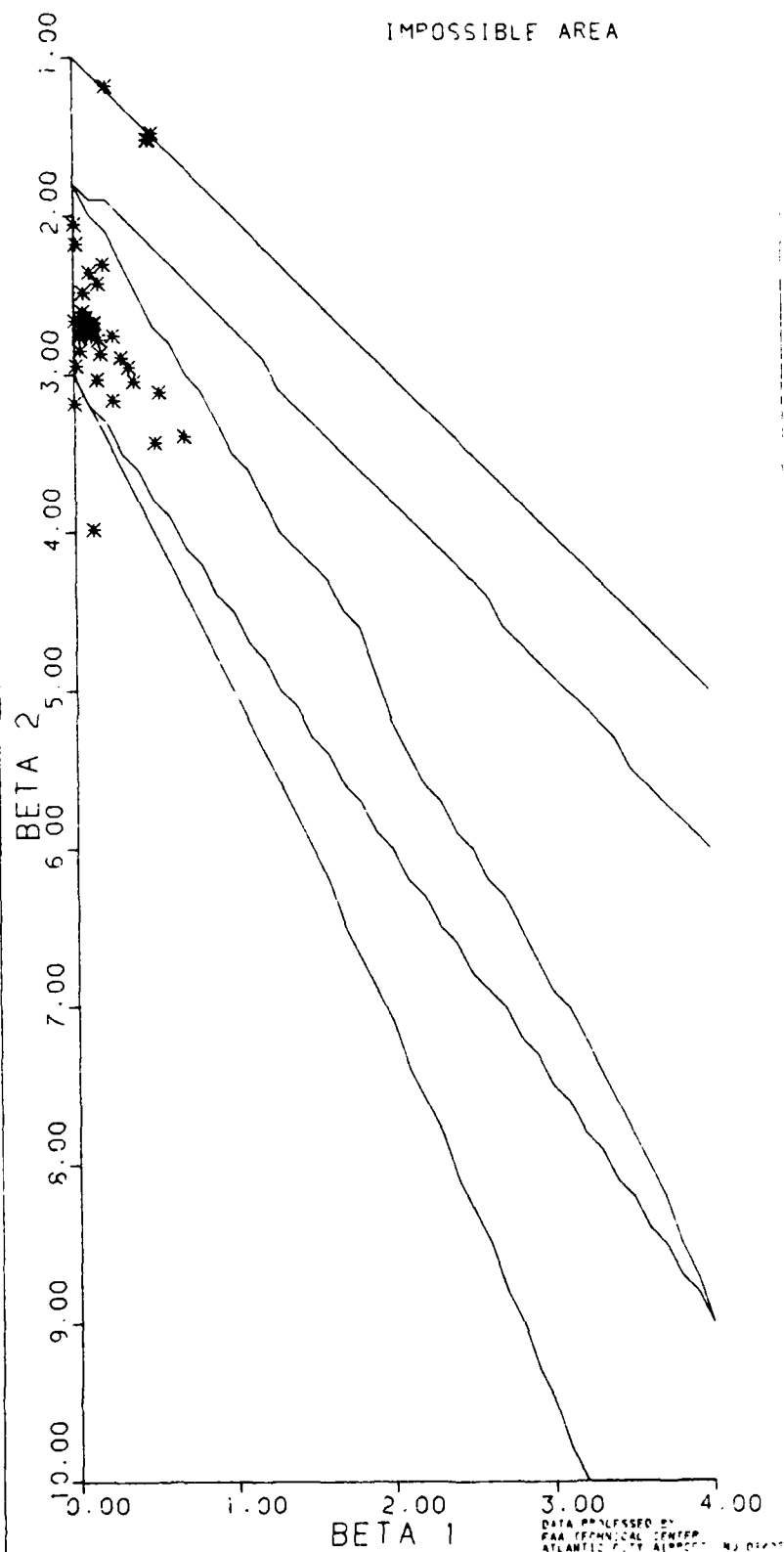
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 ALTITUDE (FT)



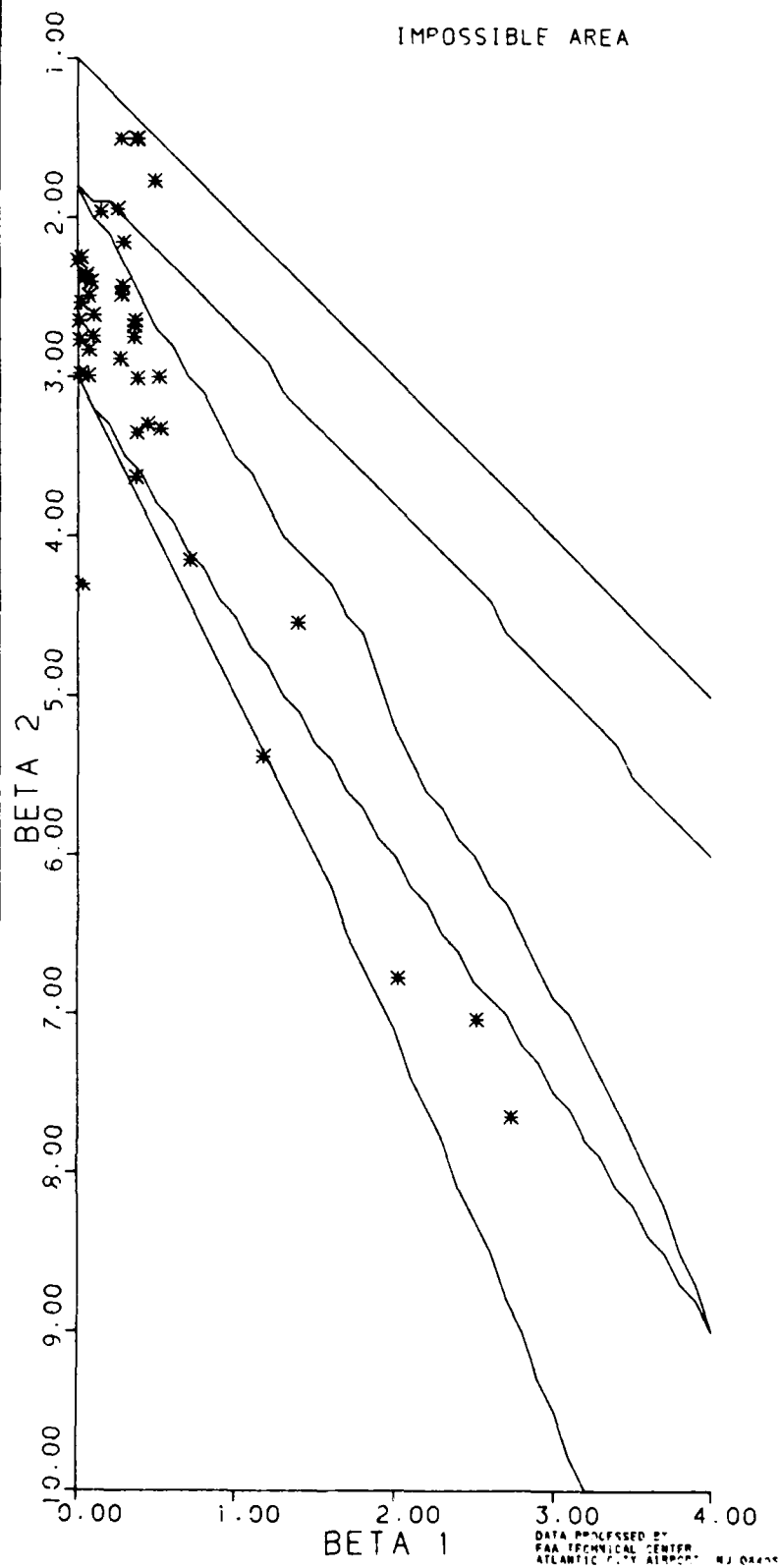
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 CROSSTRACK VELOCITY (FPM)



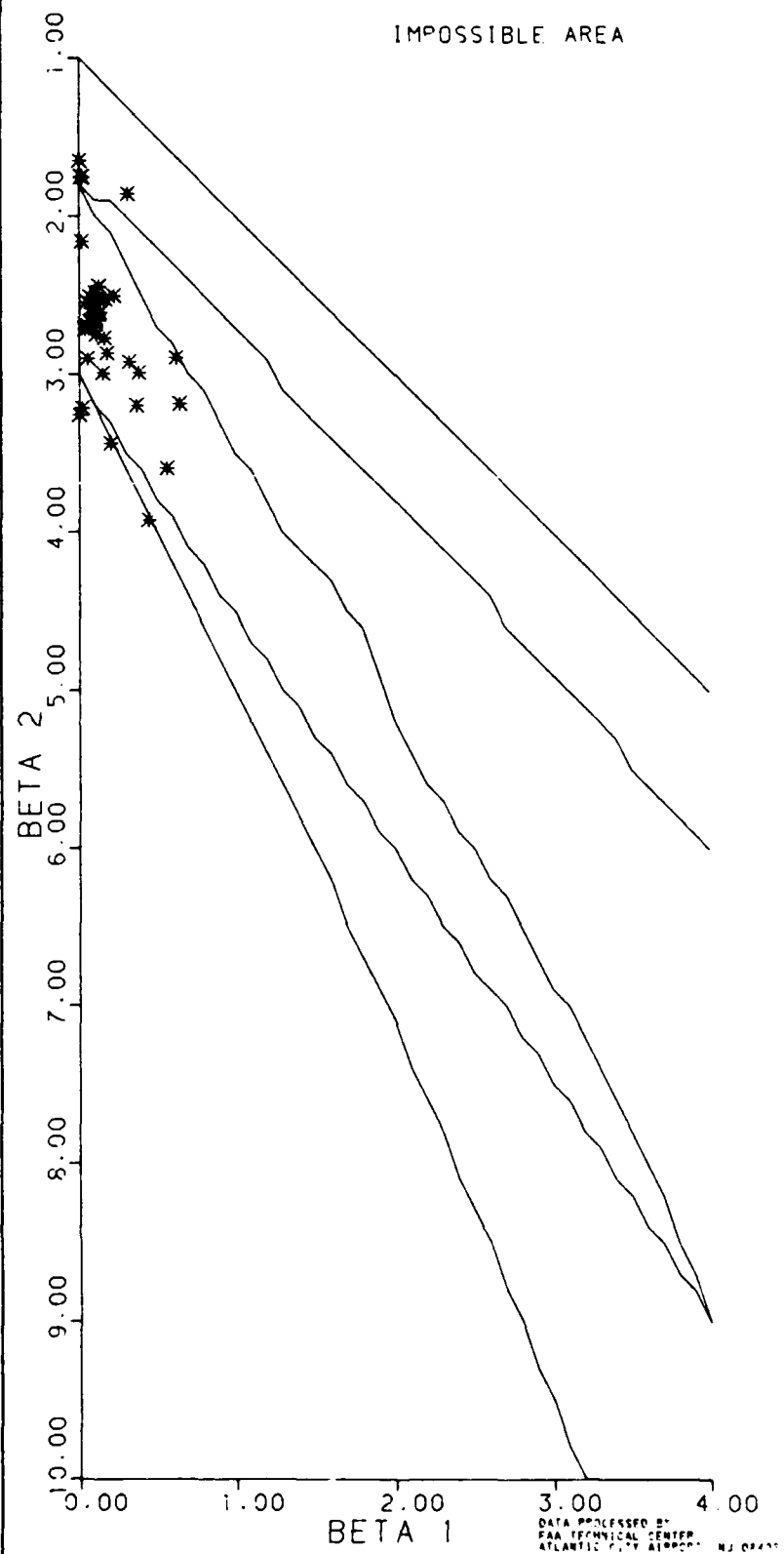
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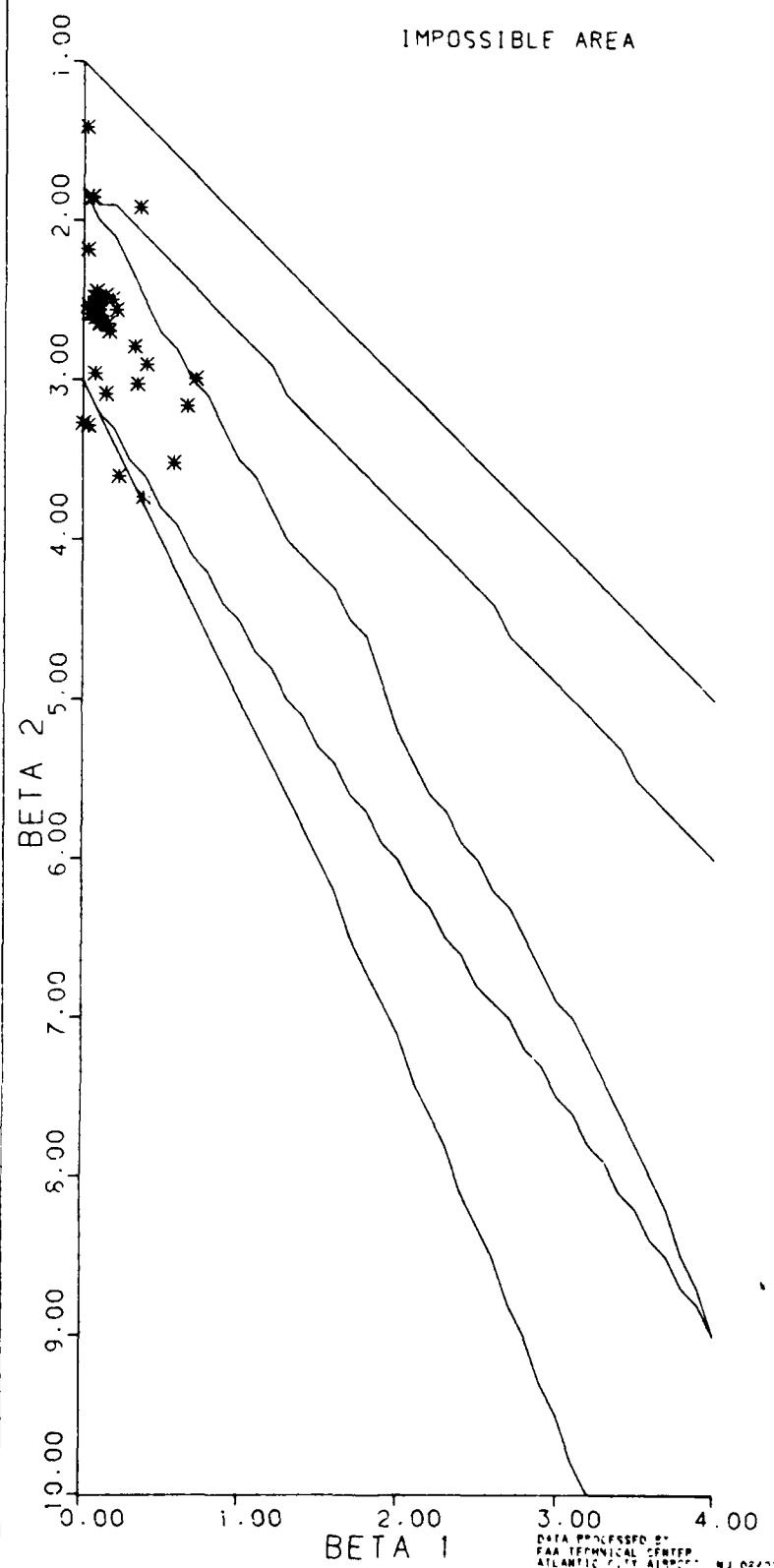
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 VERTICAL VELOCITY (FPM)



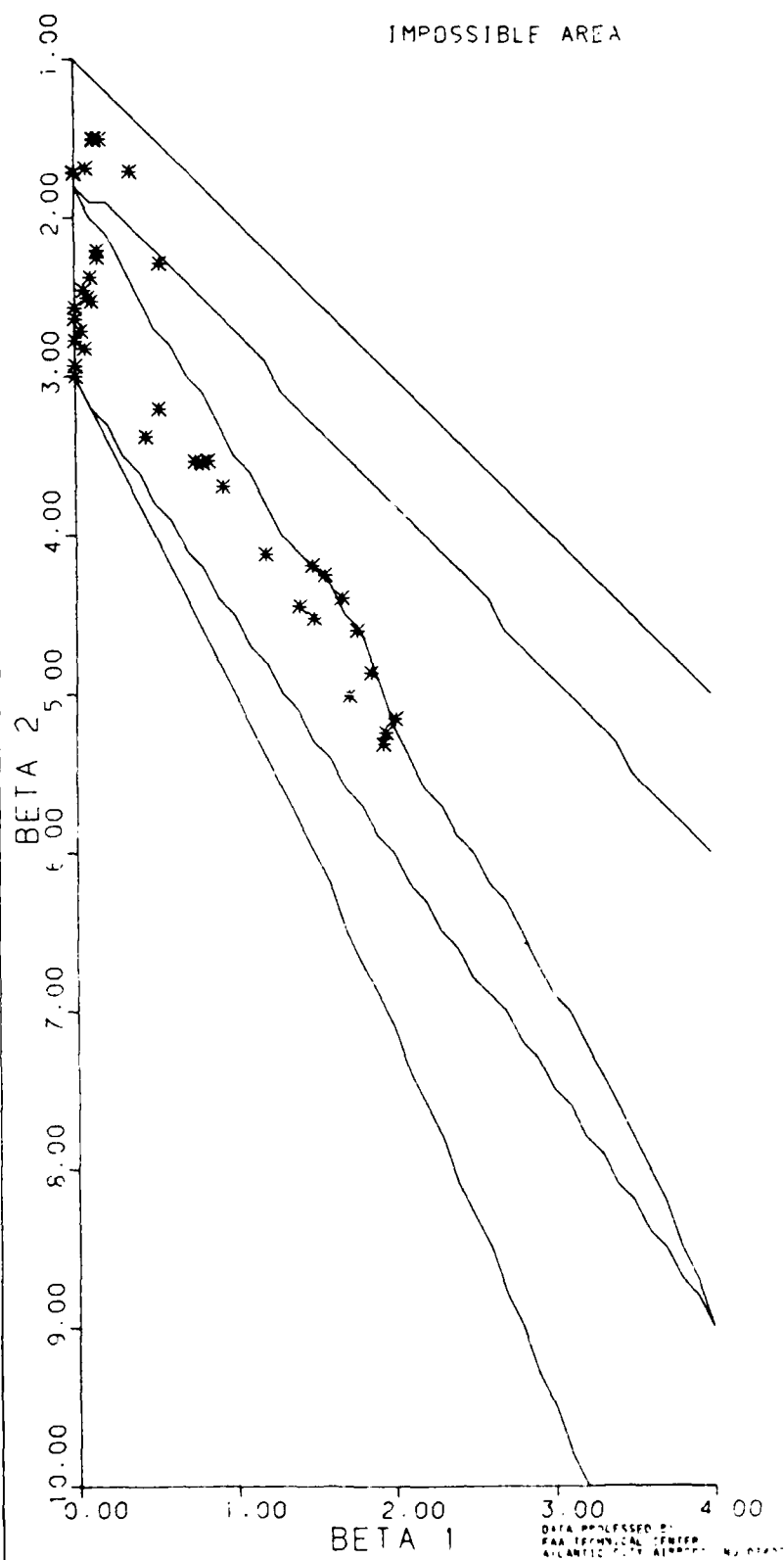
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 GROUND SPEED (KNOTS)



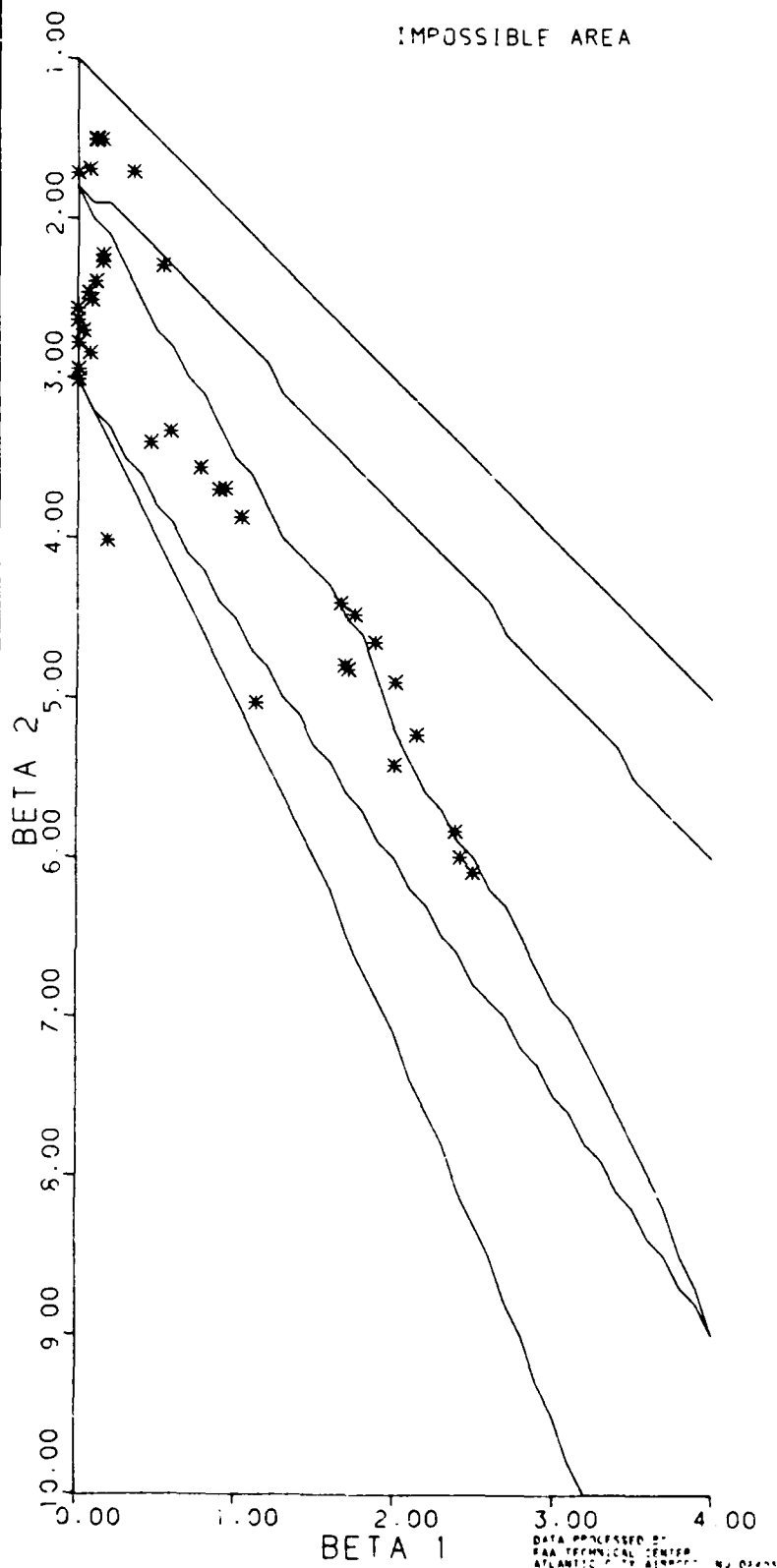
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 7.125 DEGREE STRAIGHT OUT DEPARTURES  
 ALONGPATH SPEED (KNOTS)



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 7.125 DEGREE STRAIGHT OUT DEPARTURES  
 ANGULAR ERROR (DEG)

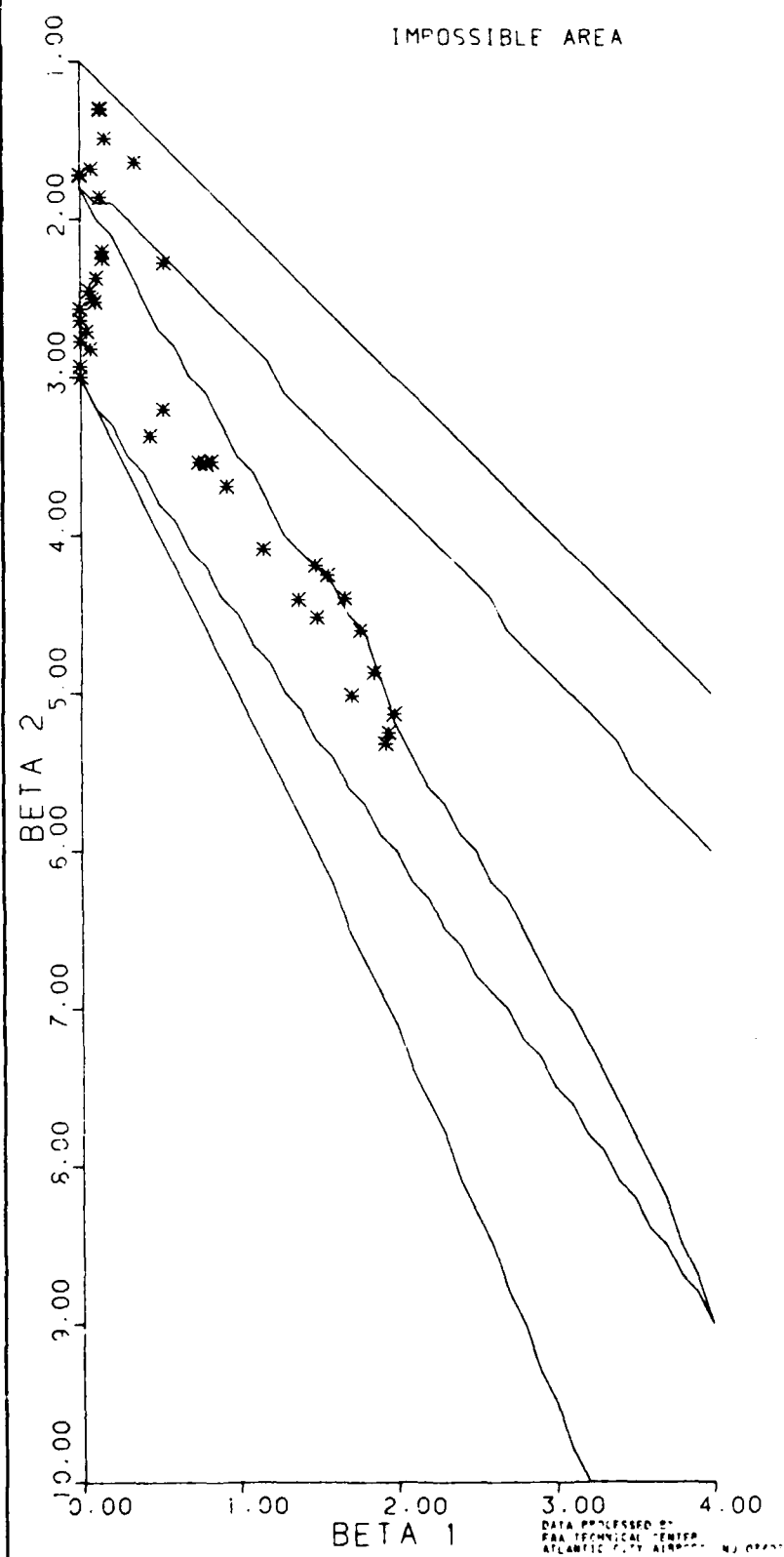


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 7.125 DEGREE STRAIGHT OUT DEPARTURES  
 ALTITUDE ERROR (FT)

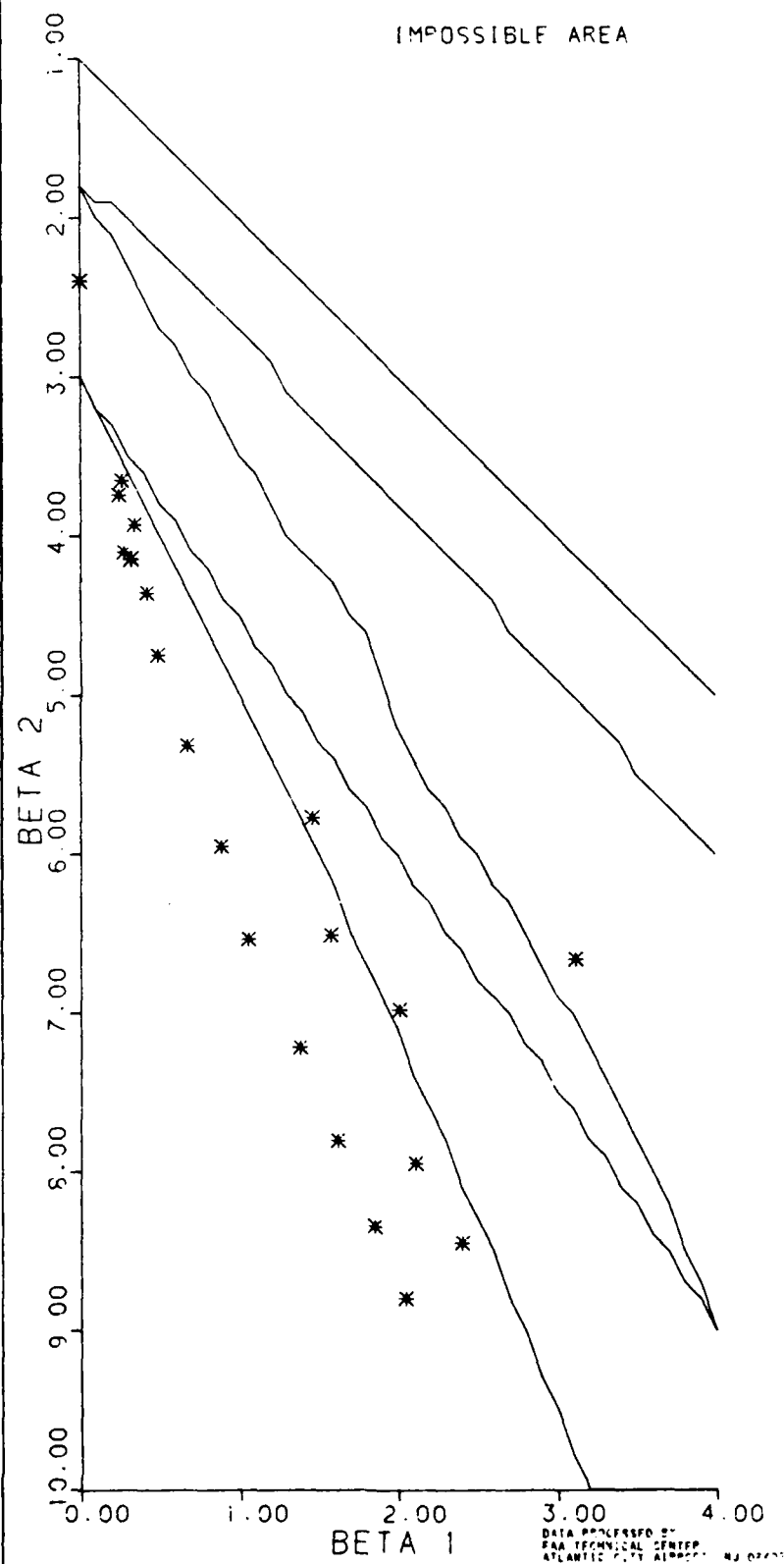




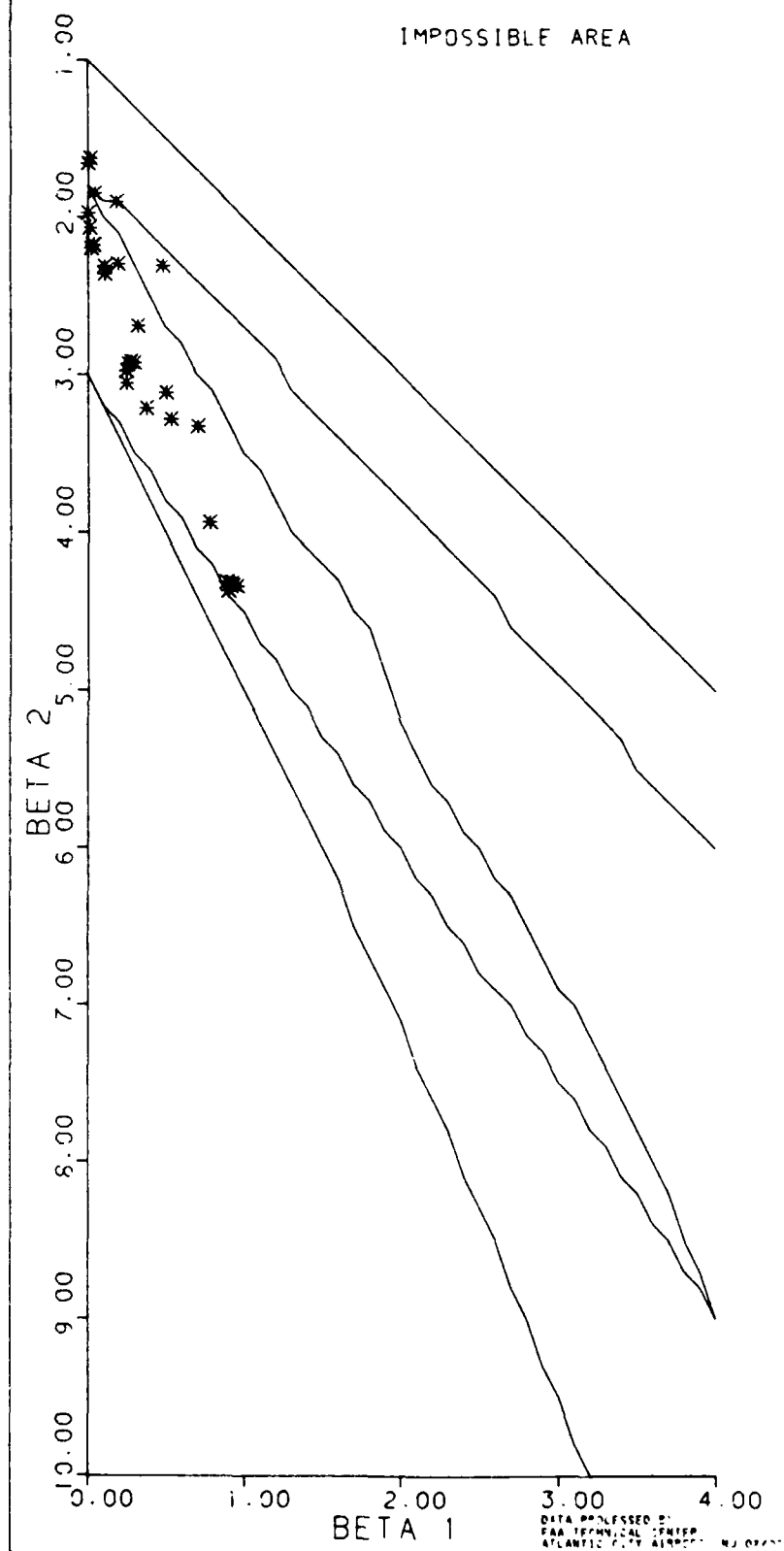
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
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 ANGULAR POSITION (DEG)



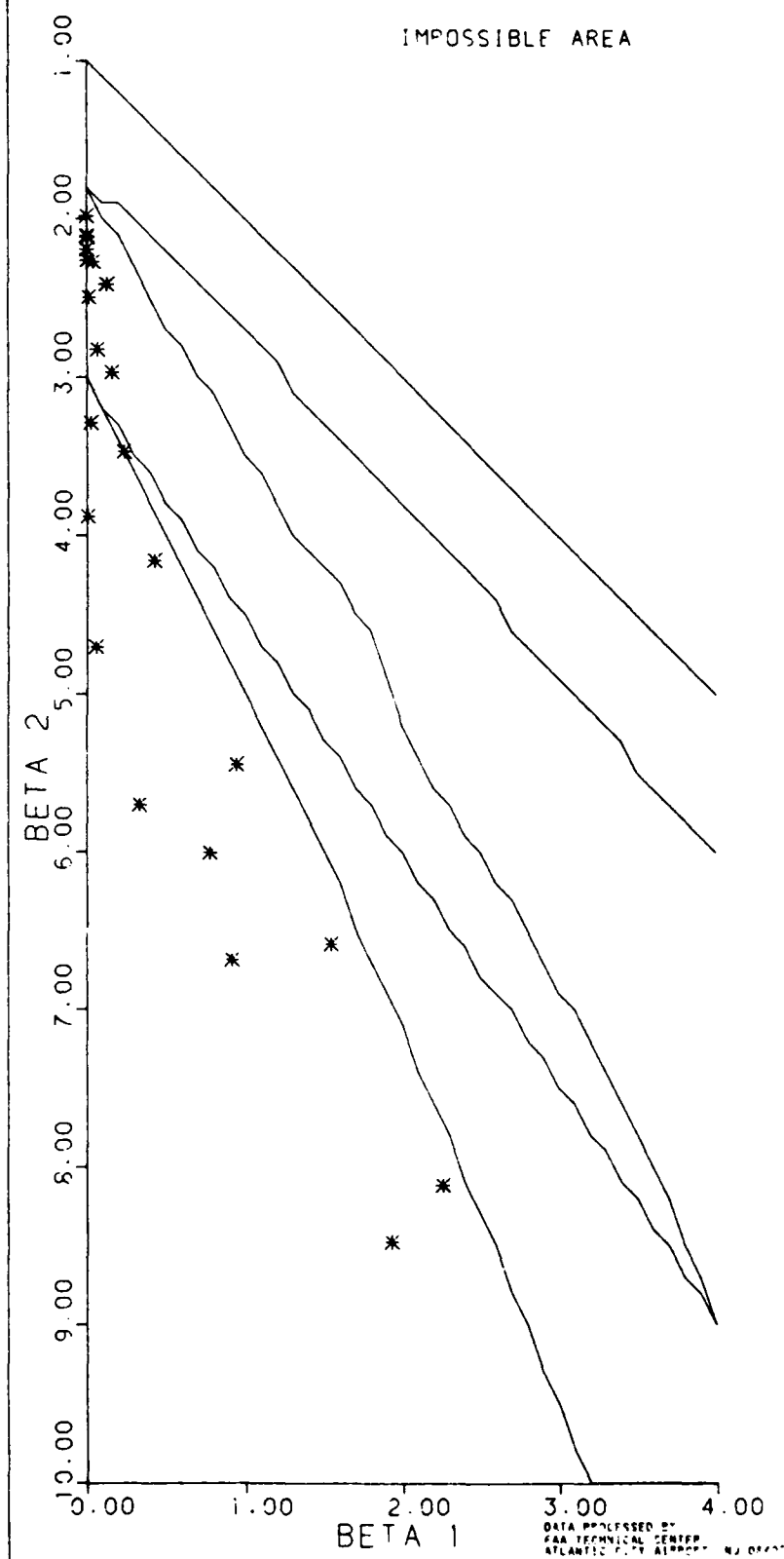
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
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 CROSSTRACK POSITION (FT)



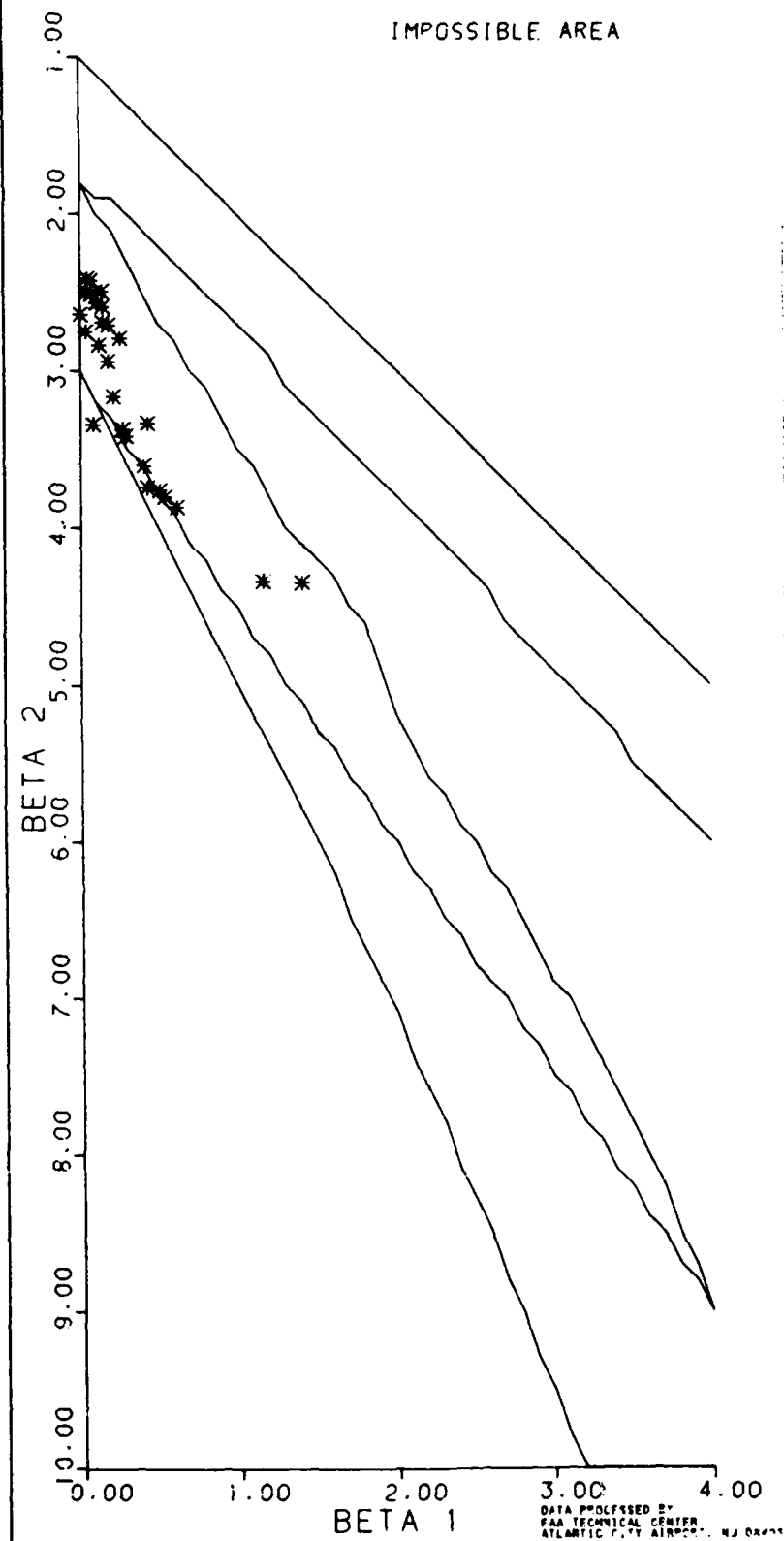
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 ALTITUDE (FT)



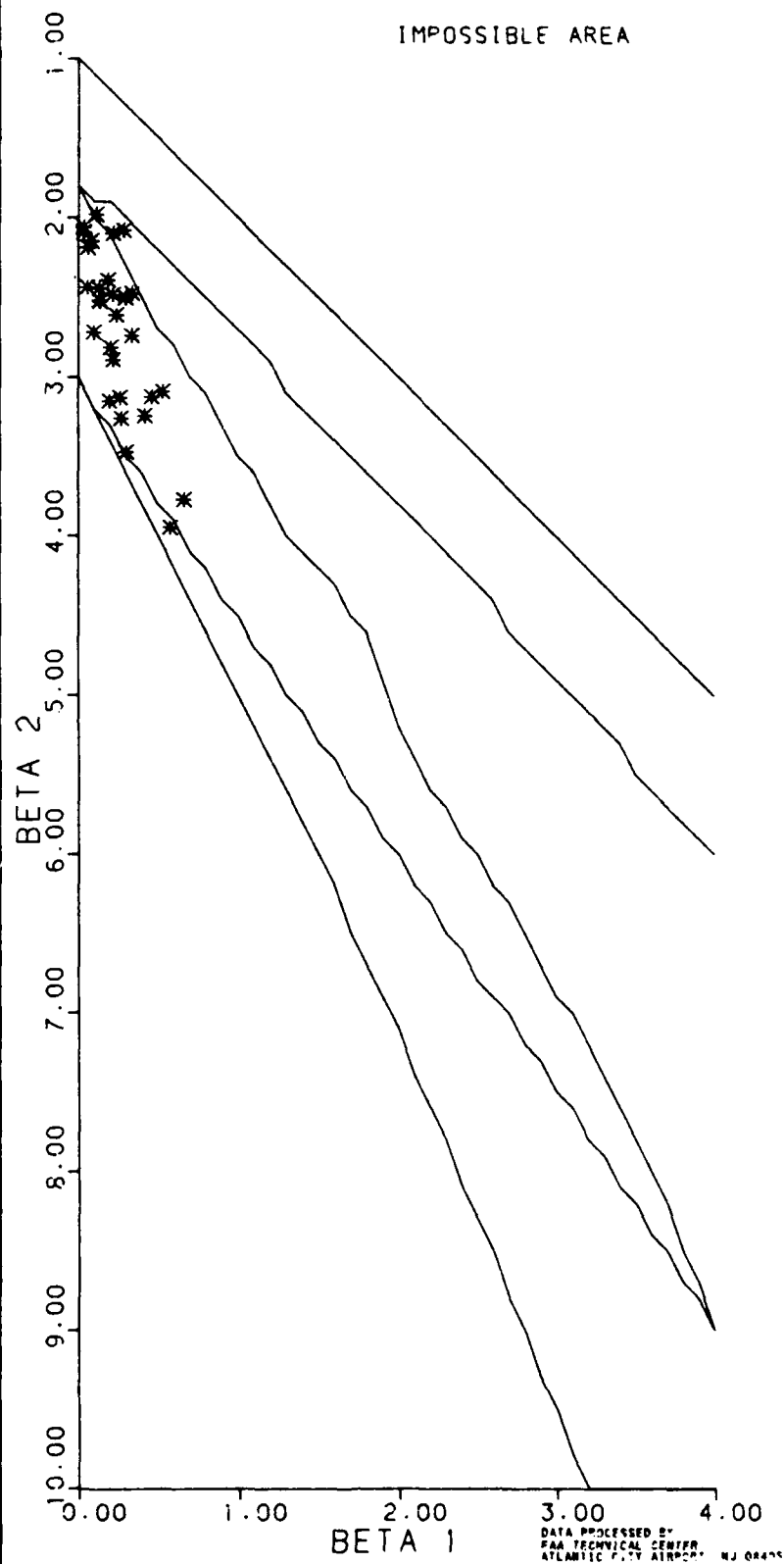
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
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 CROSSTRACK VELOCITY (FPM)



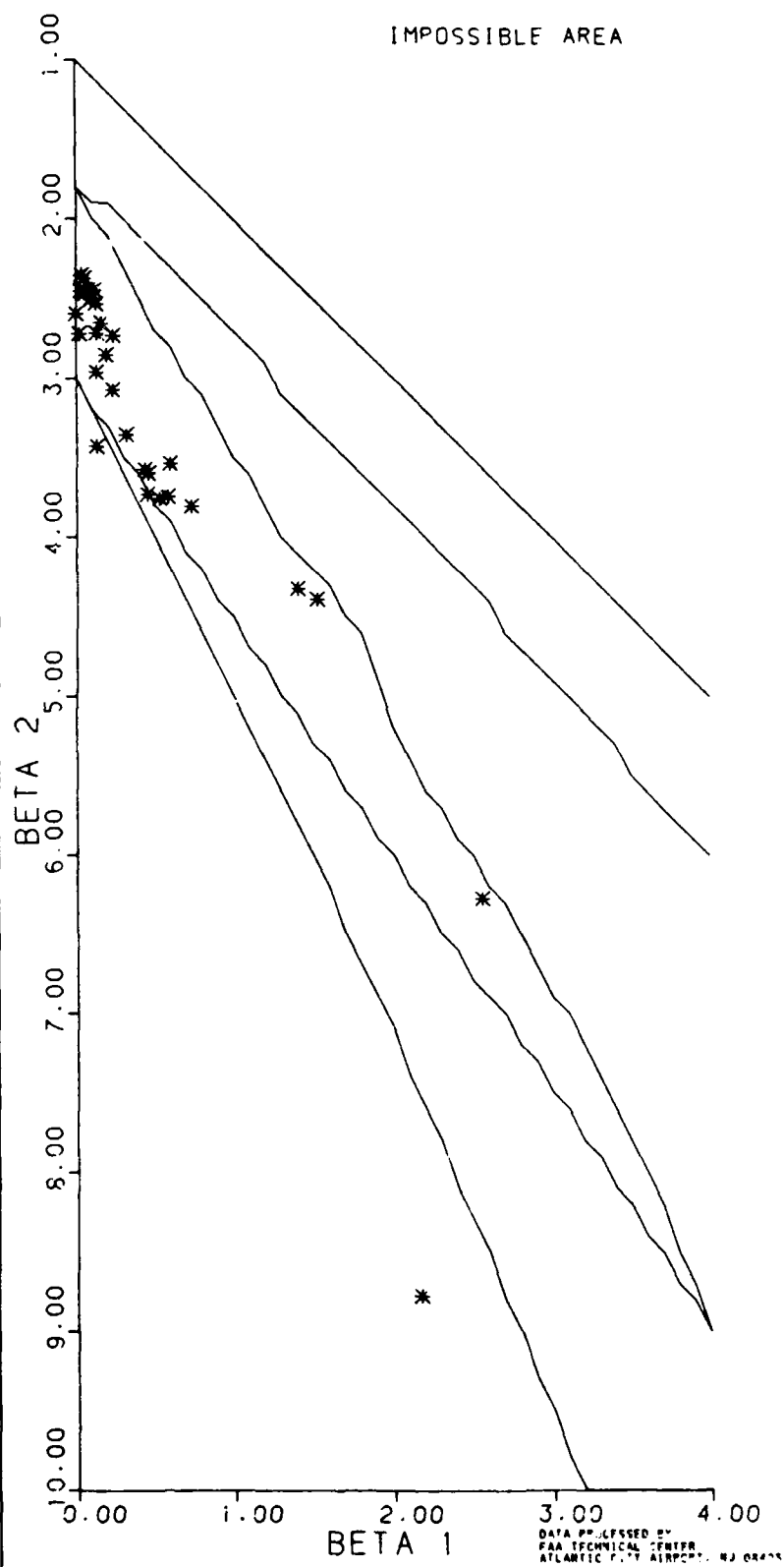
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
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 ALONGTRACK VELOCITY (FPM)



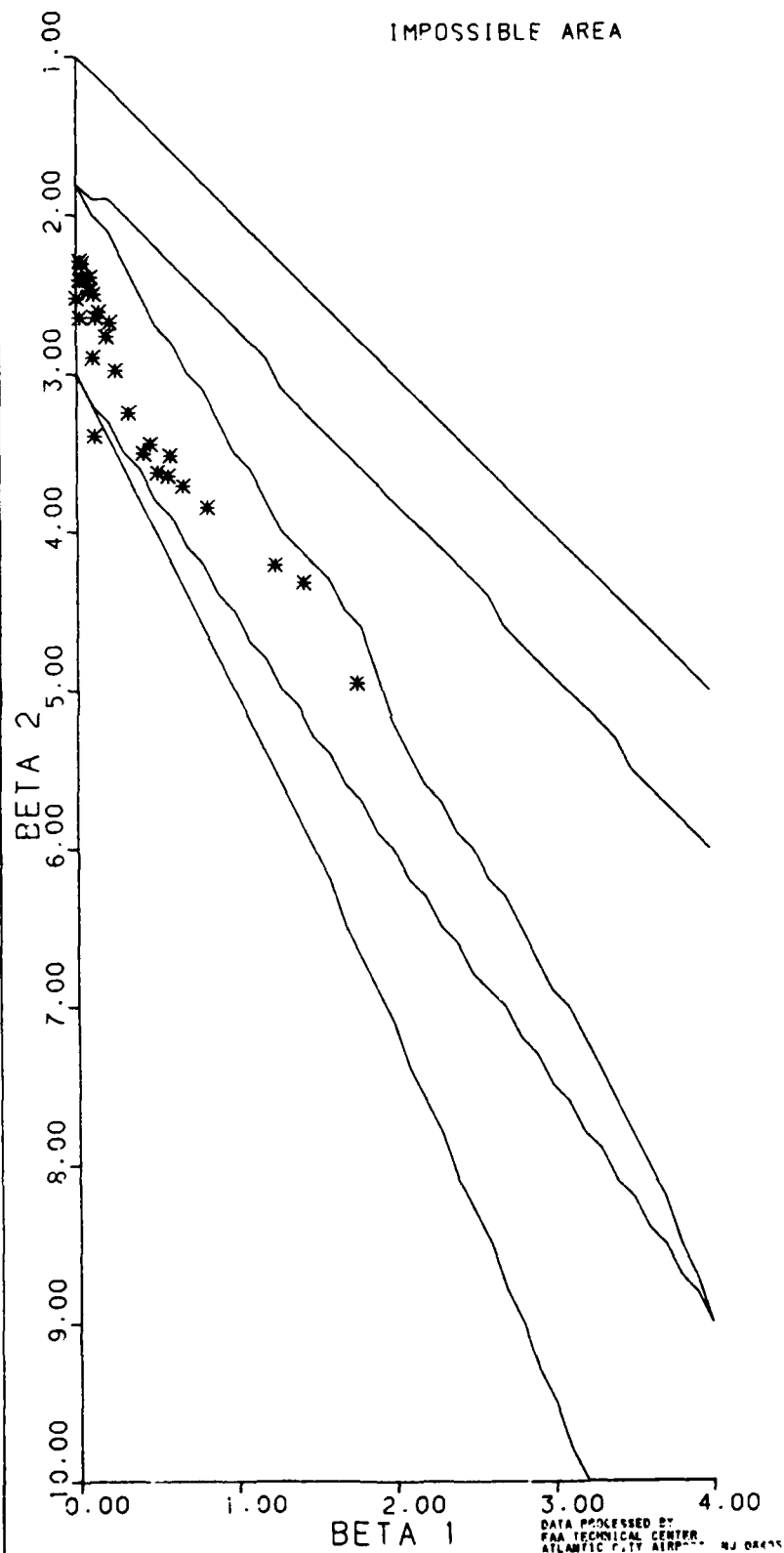
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 10.00 DEGREE STRAIGHT OUT DEPARTURES  
 VERTICAL VELOCITY (FPM)



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
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 GROUND SPEED (KNOTS)

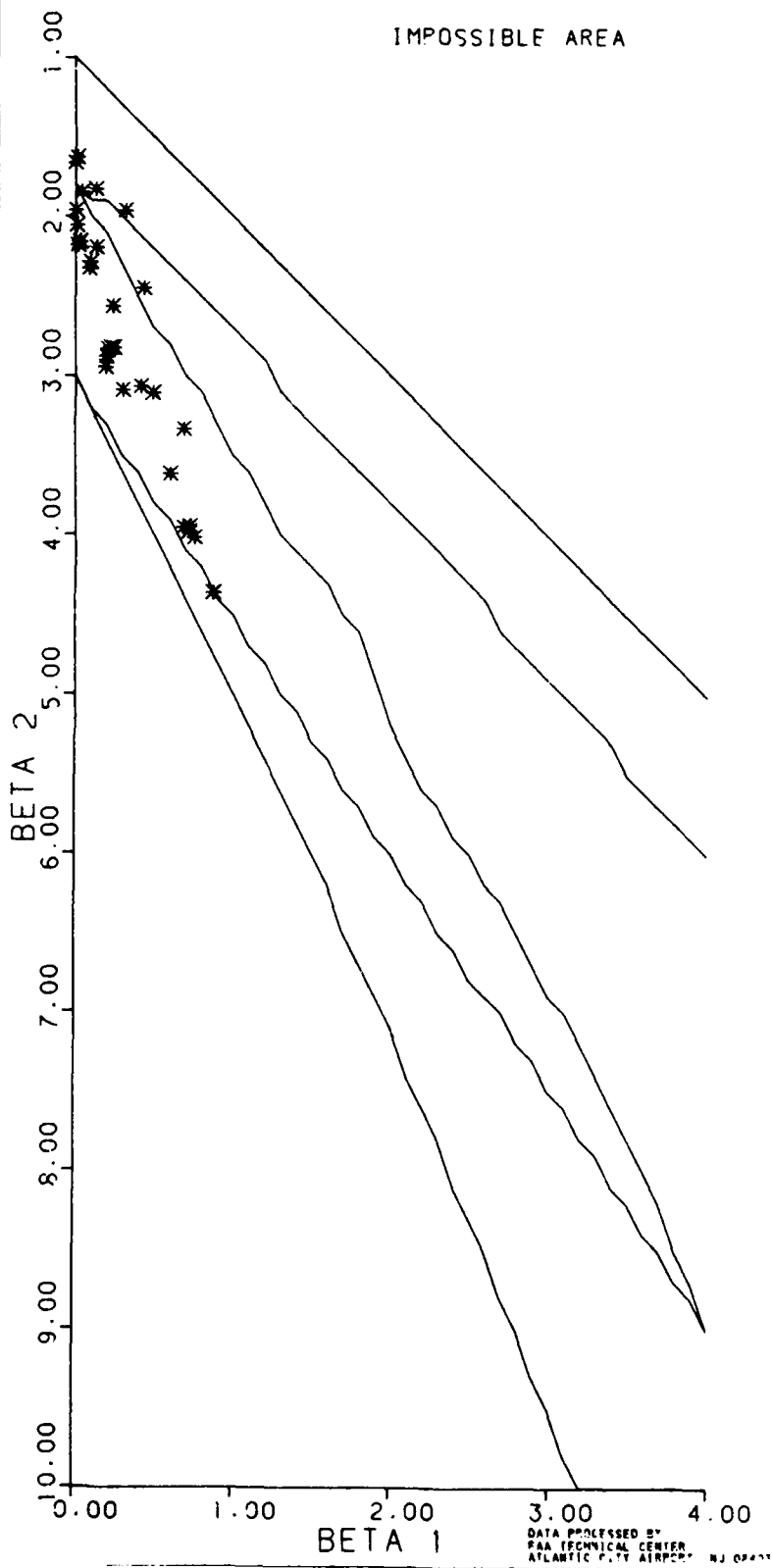


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 ALONG PATH SPEED (KNOTS)

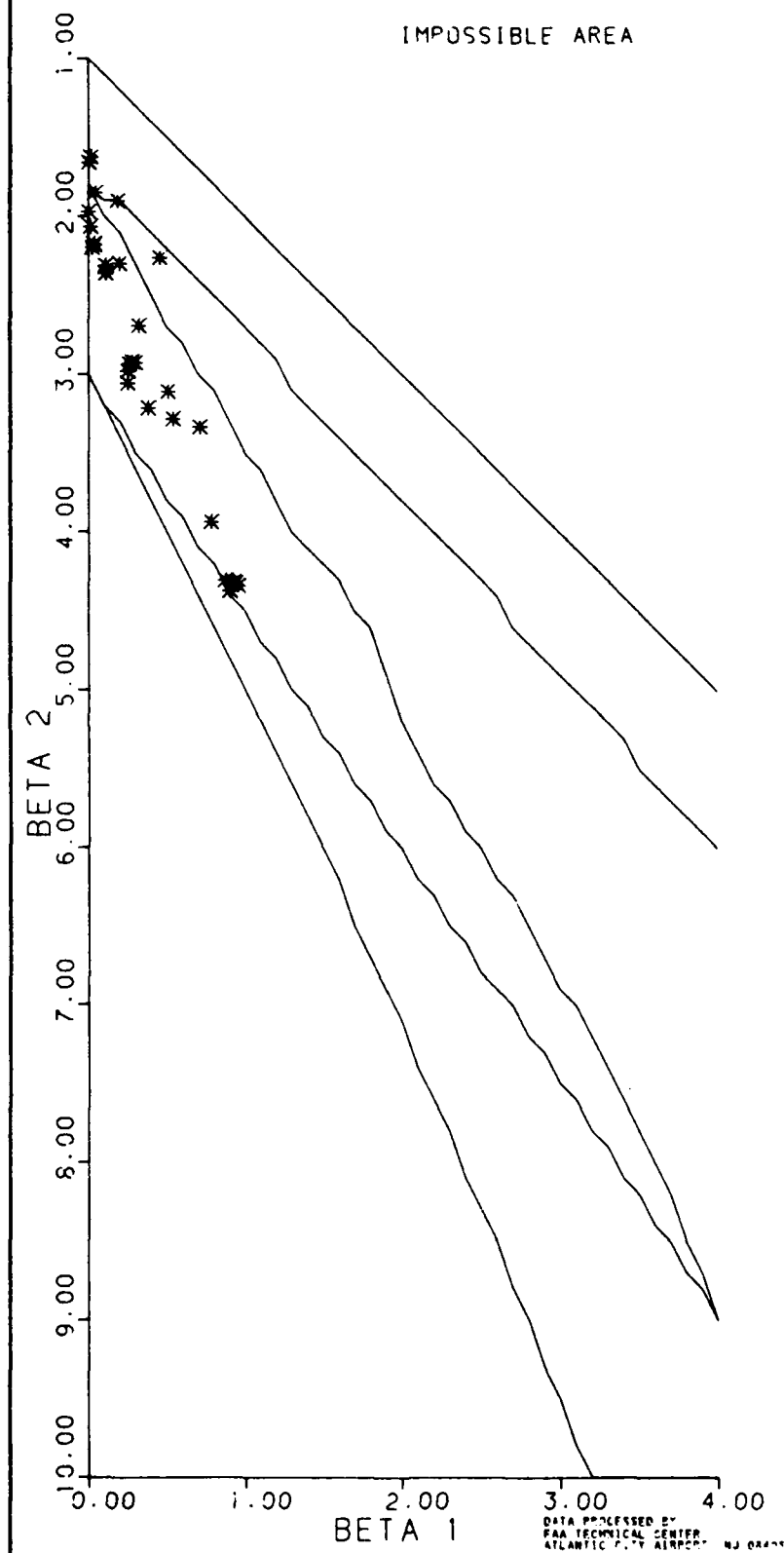




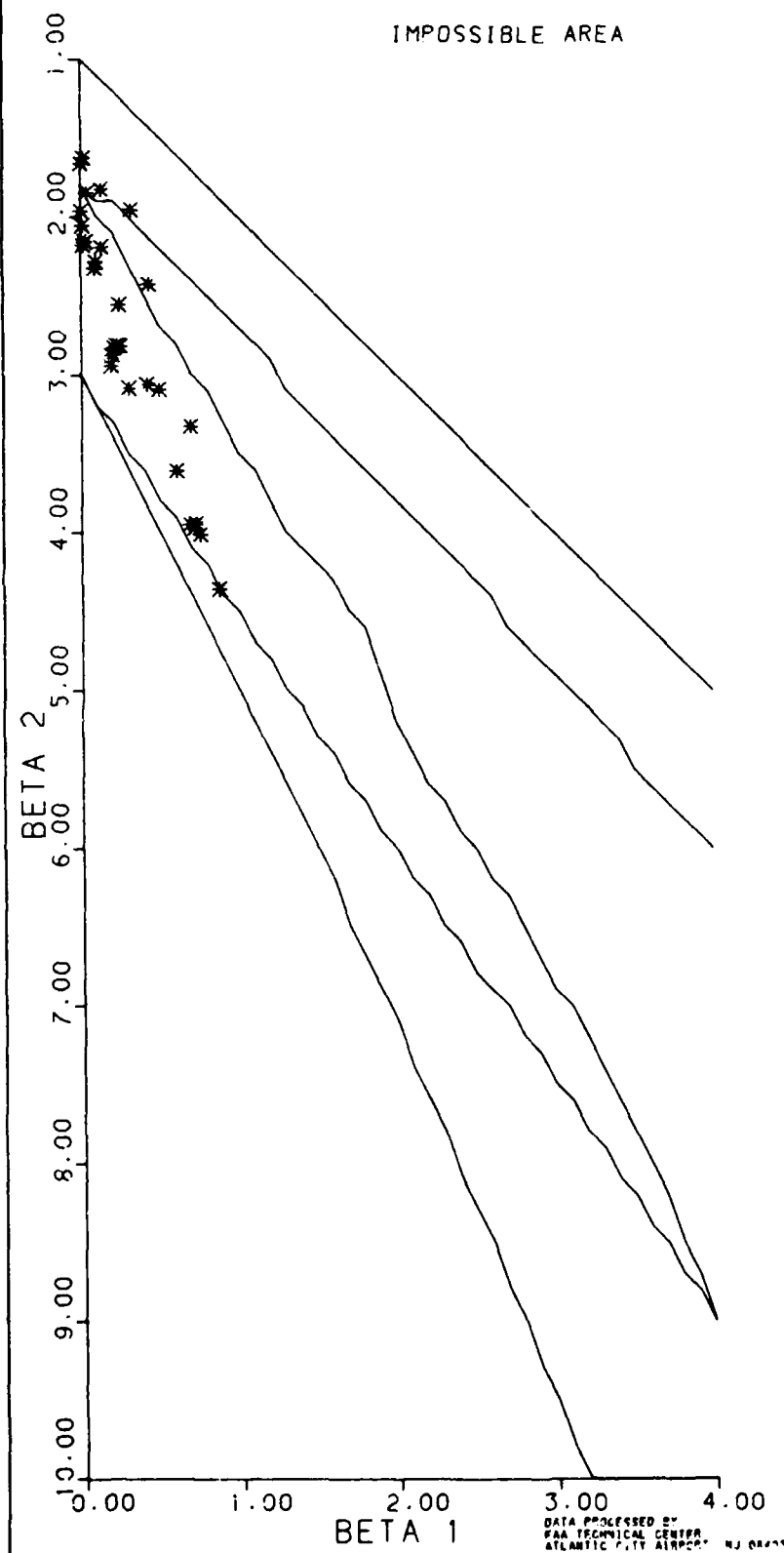
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 ANGULAR ERROR (DEG)



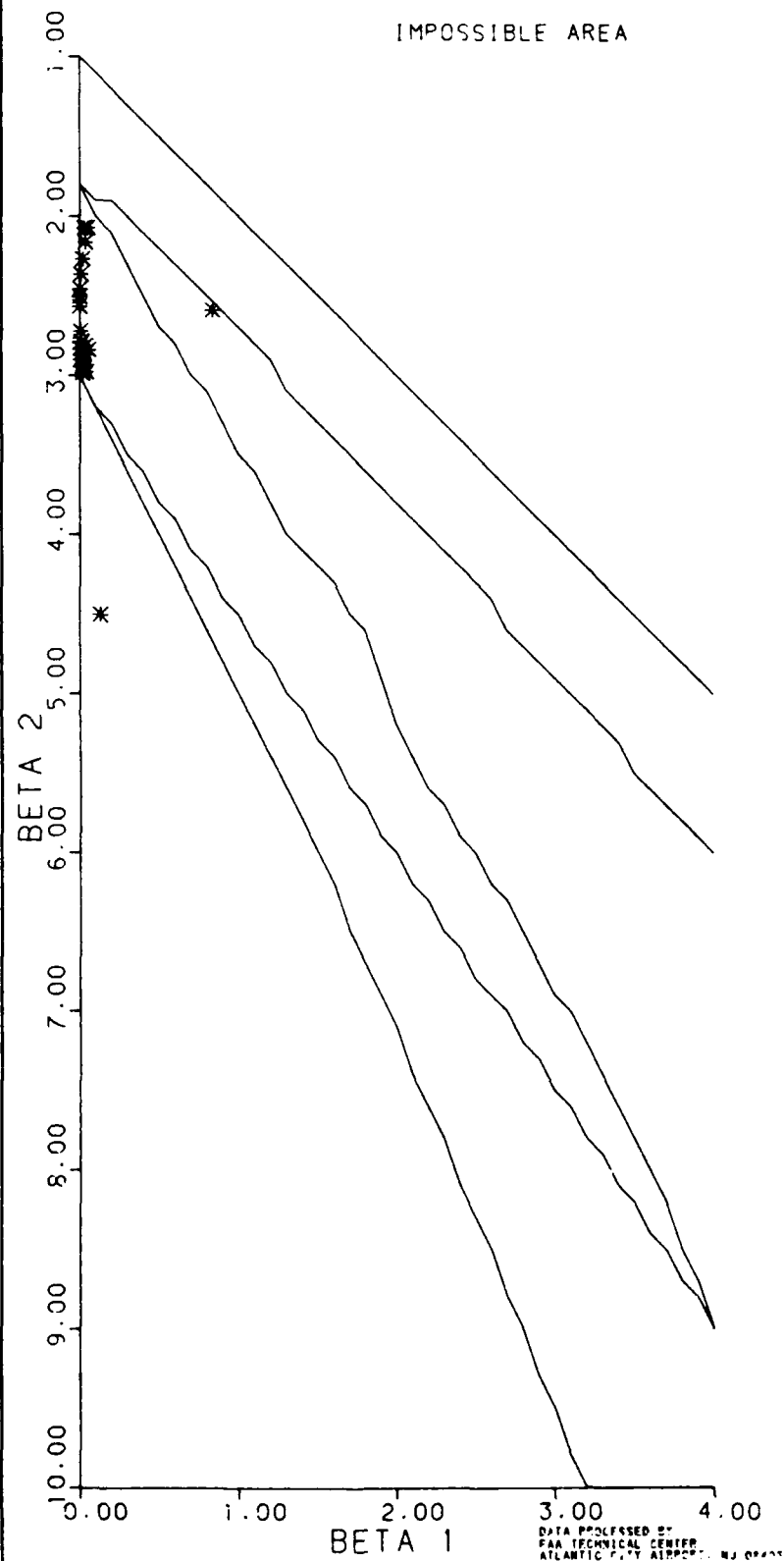
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 ALTITUDE ERROR (FT)



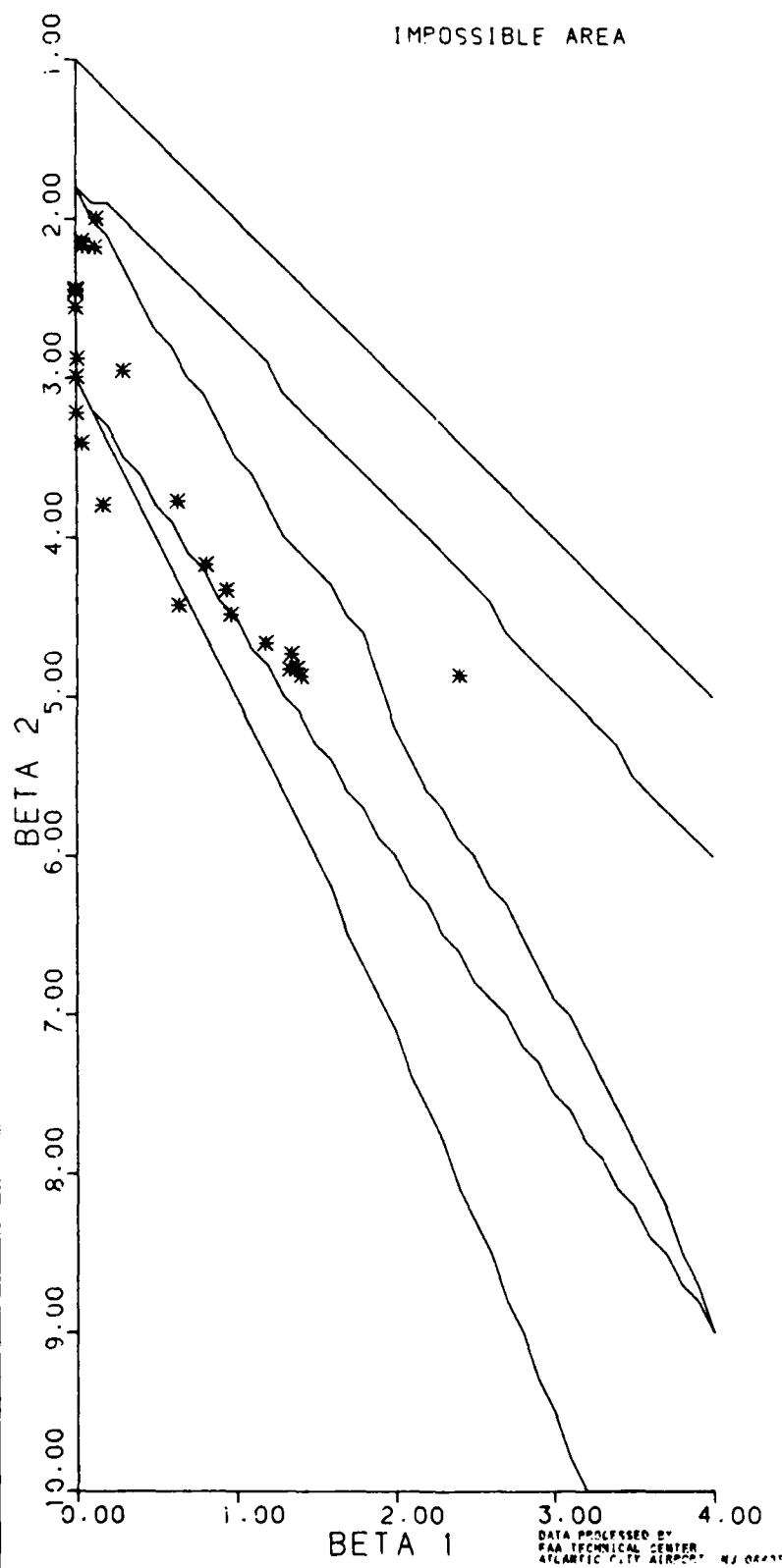
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 ANGULAR POSITION (DEG)



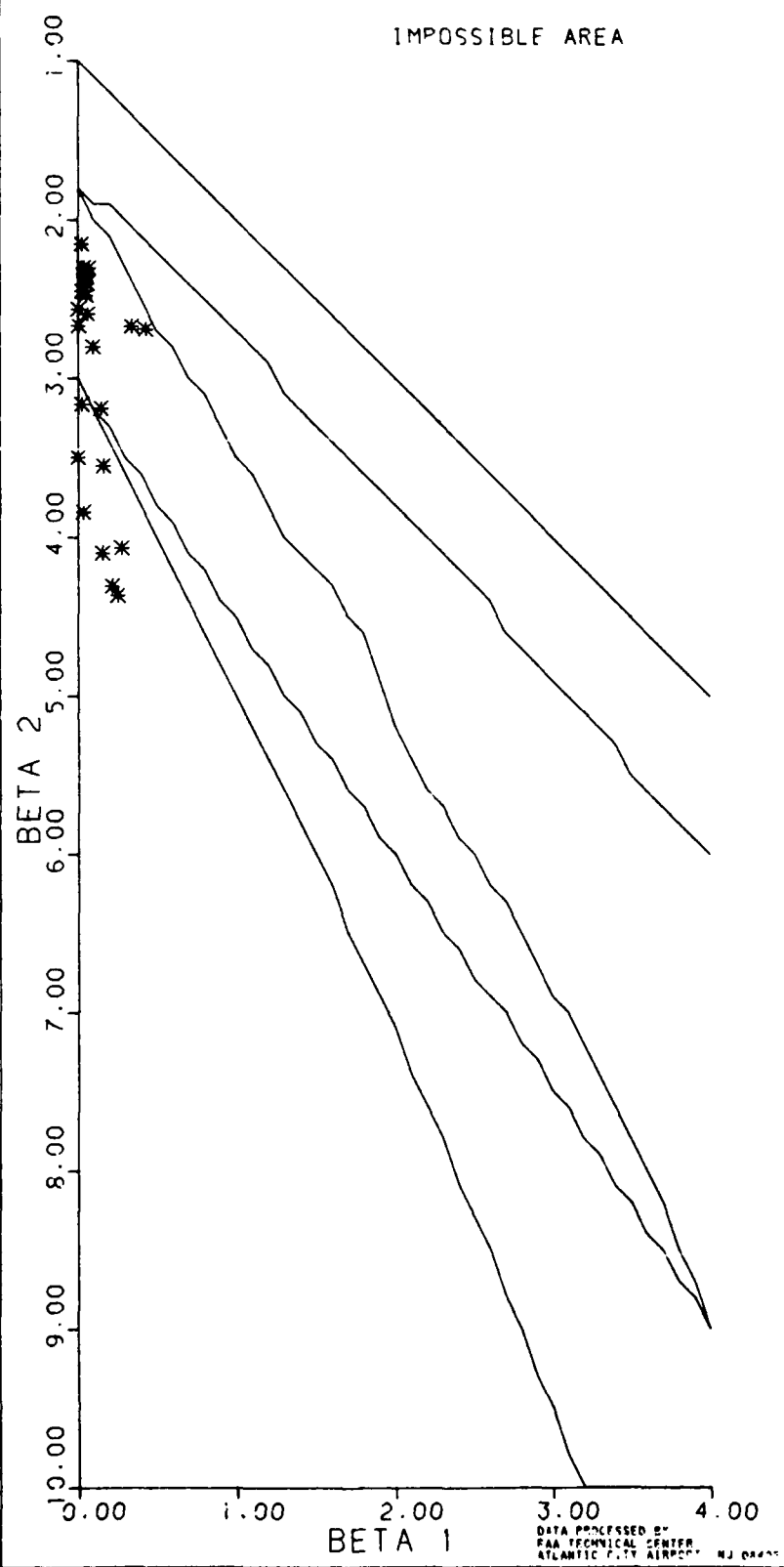
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
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 CROSSTRACK POSITION (FT)



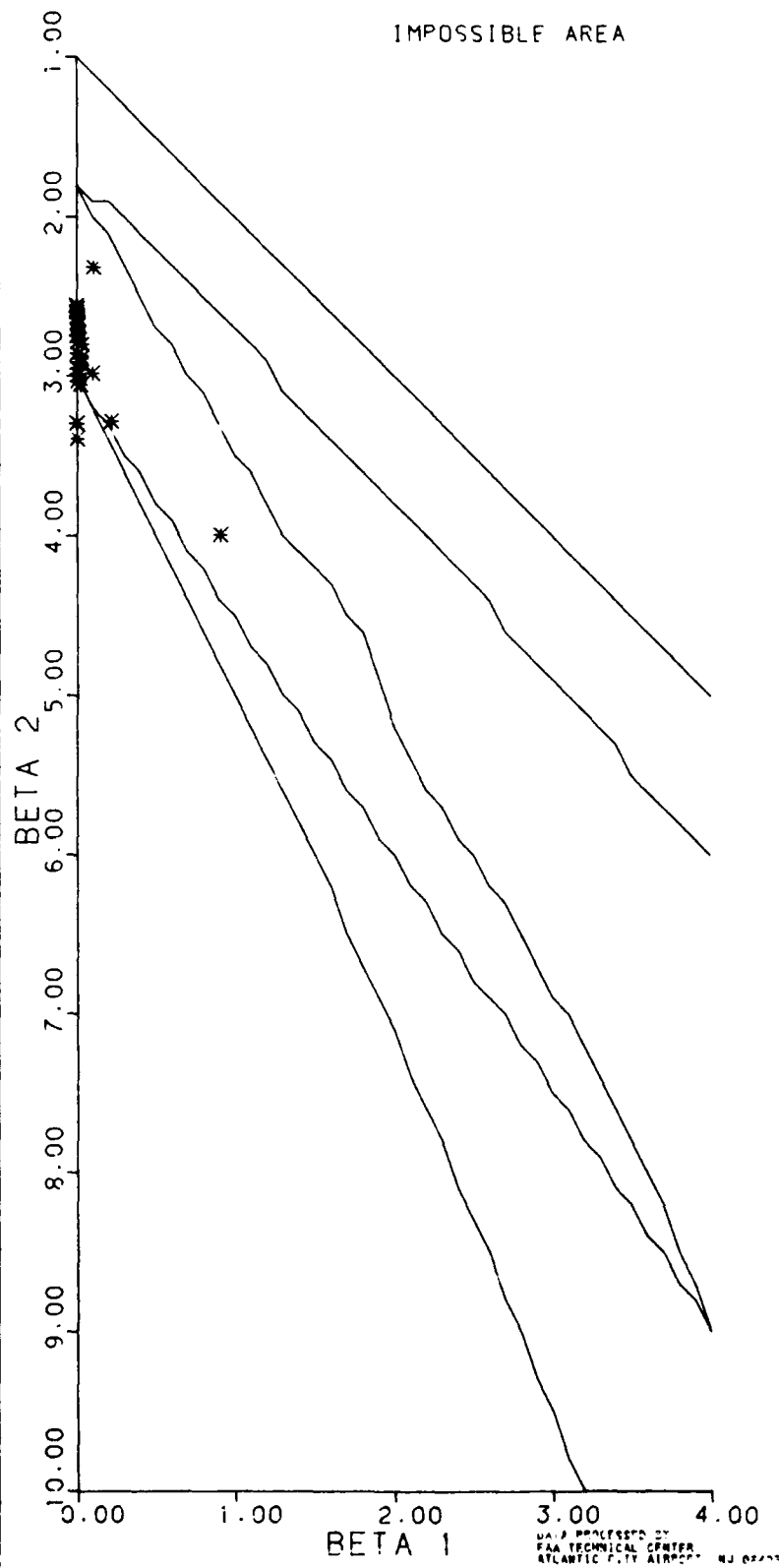
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 ALTITUDE (FT)



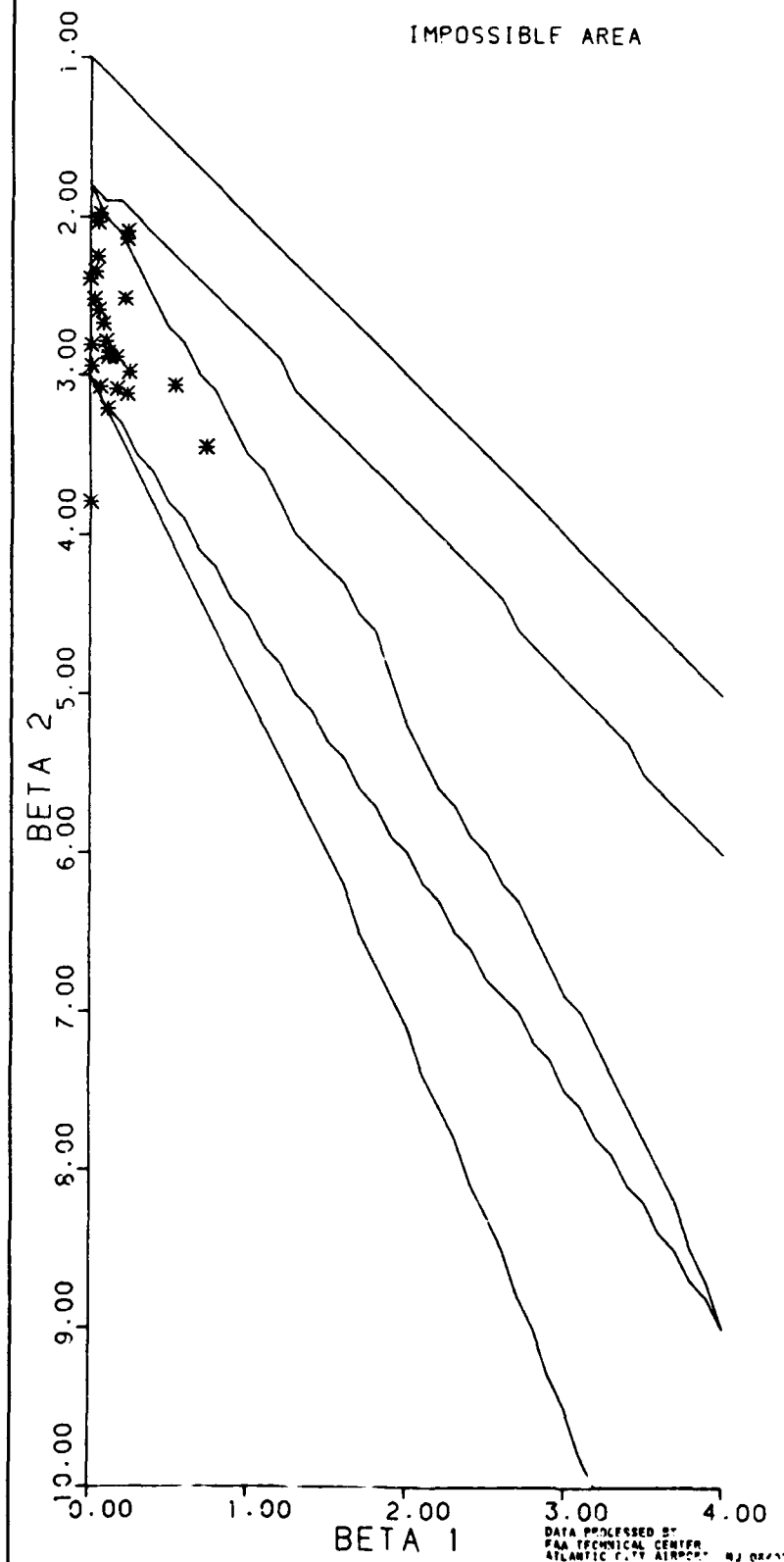
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 12.00 DEGREE STRAIGHT OUT DEPARTURES  
 CROSSTRACK VELOCITY (FPM)



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
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 ALONGTRACK VELOCITY (FPM)

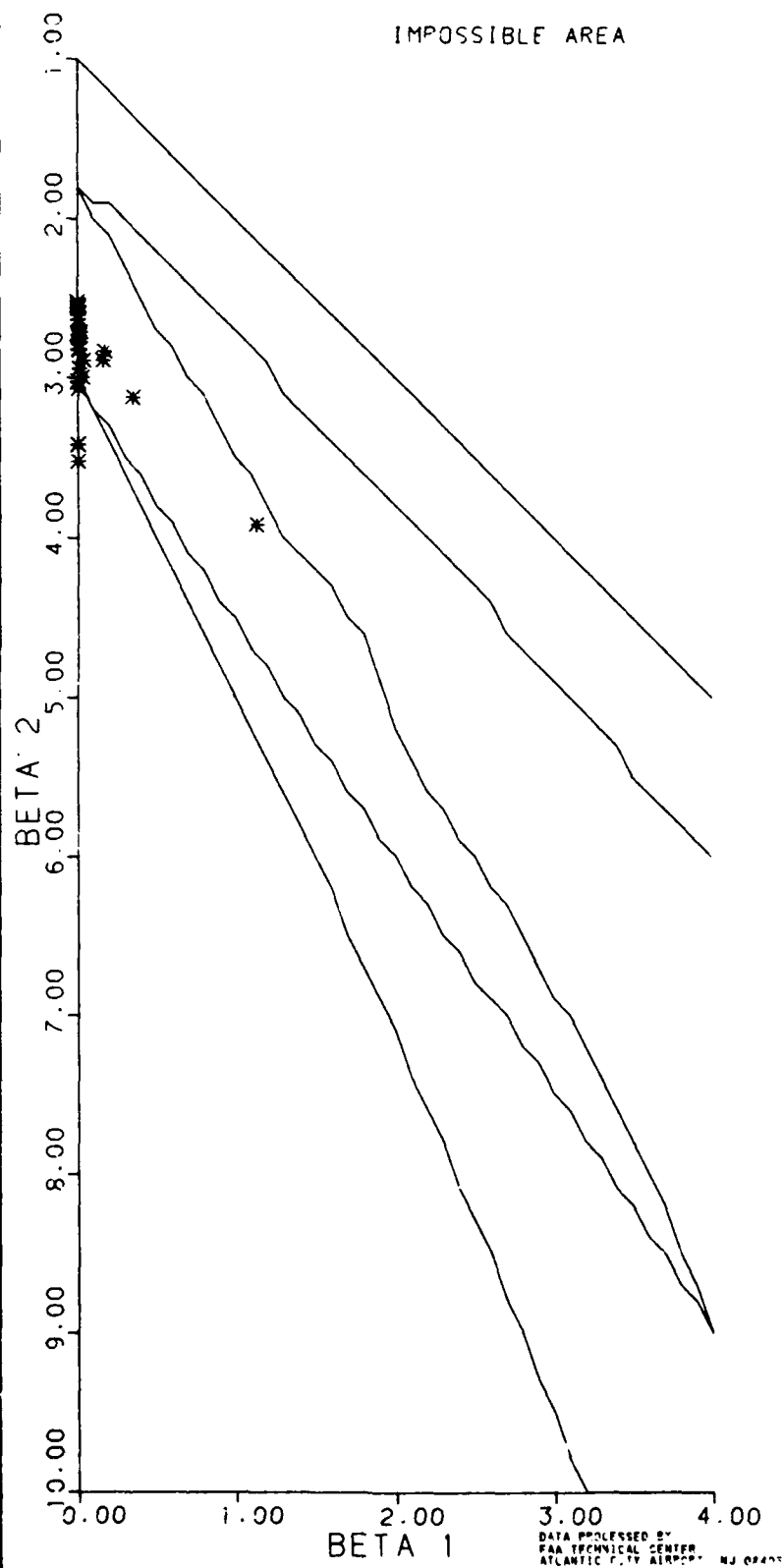


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
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 VERTICAL VELOCITY (FPM)

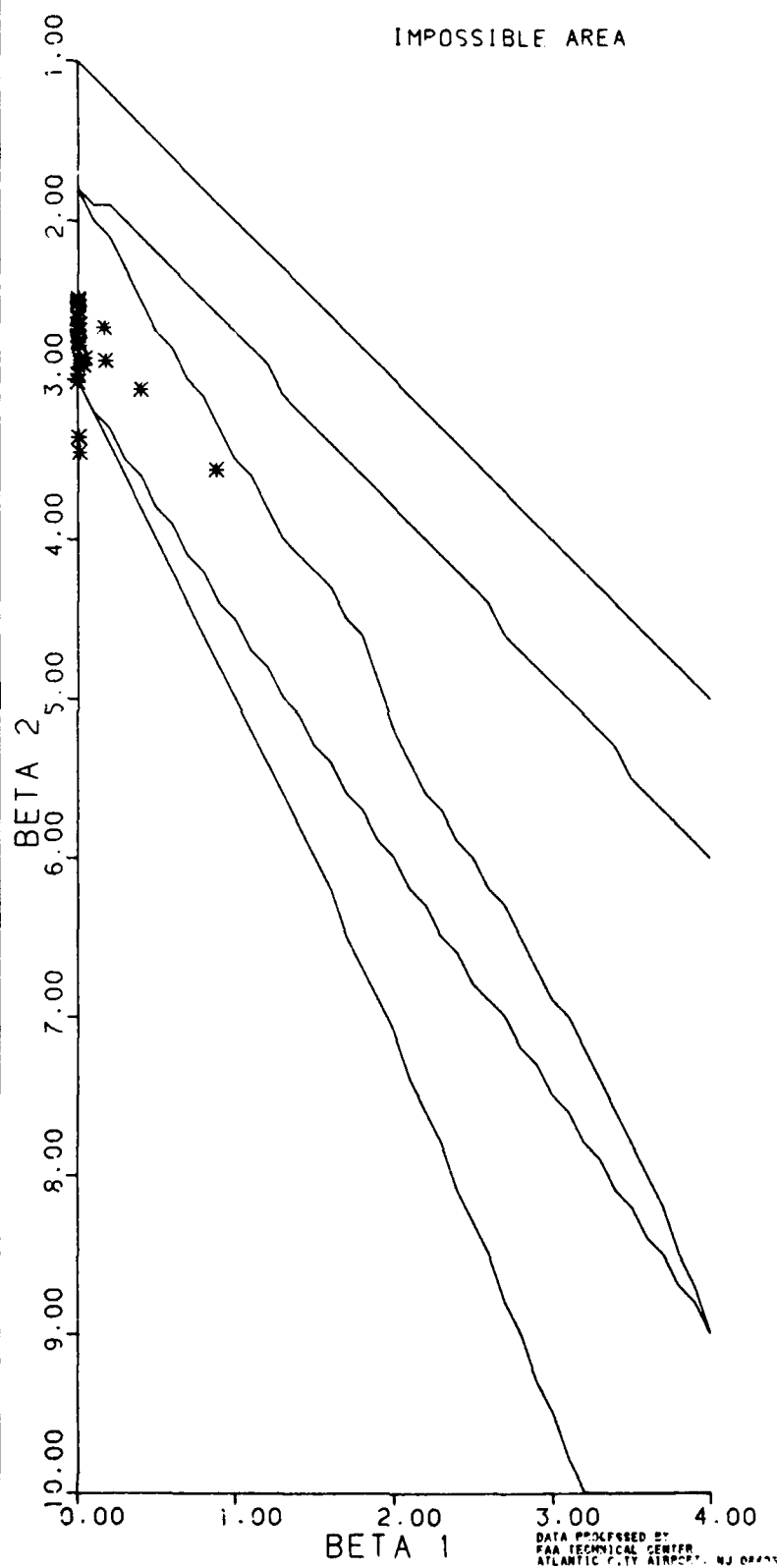




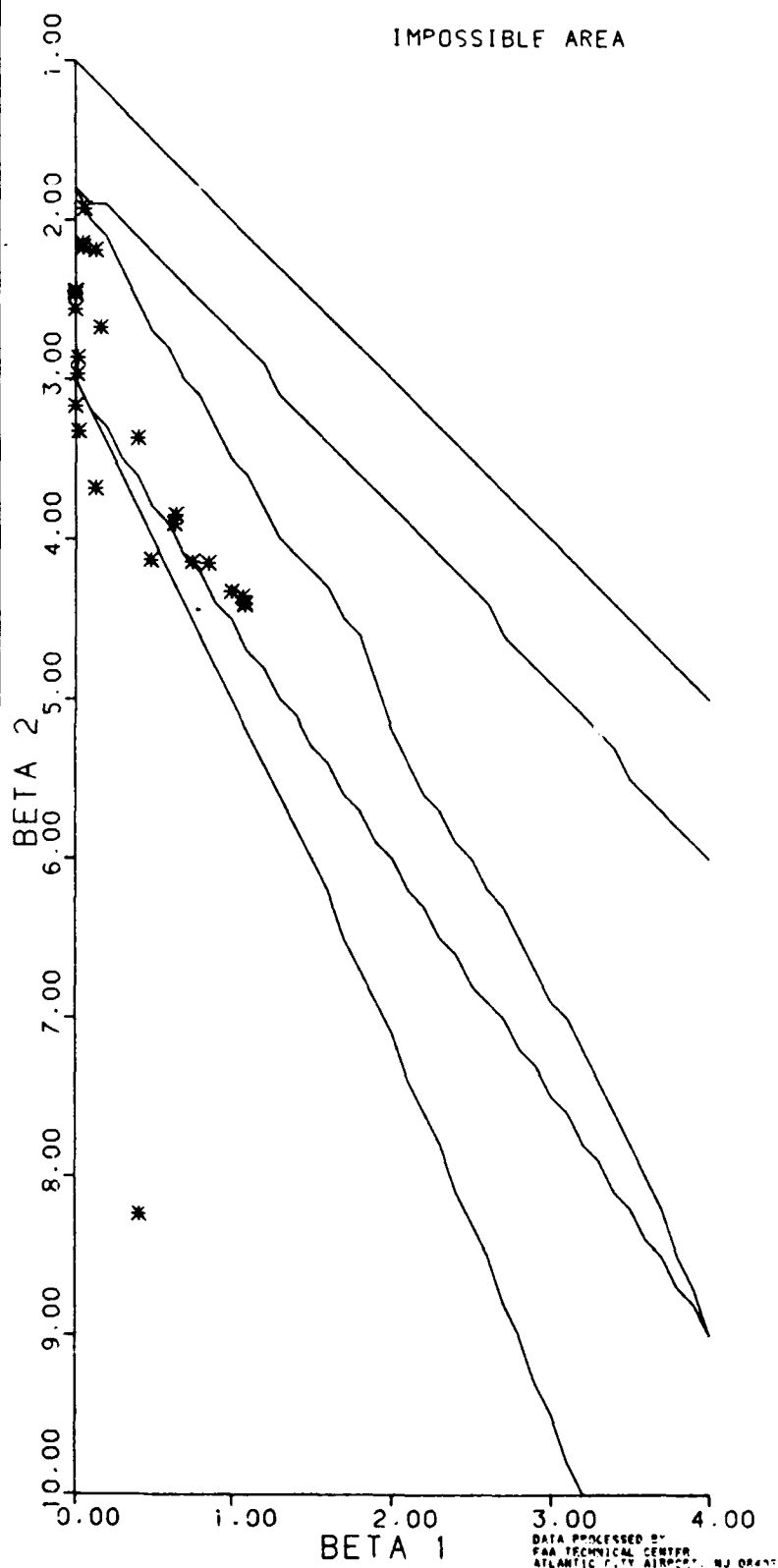
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GROUNDSPEED (KNOTS)



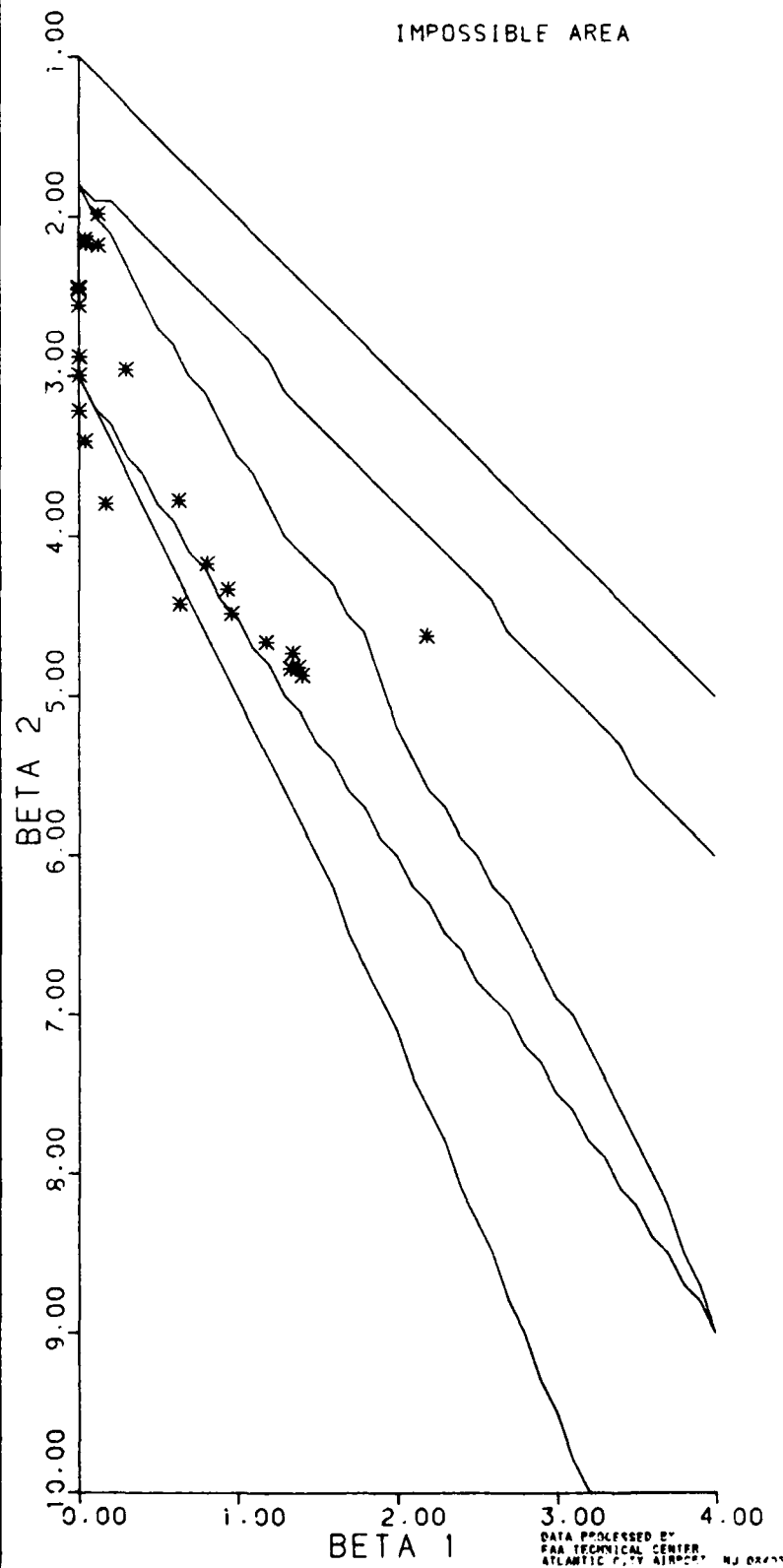
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ALONGPATH SPEED (KNOTS)



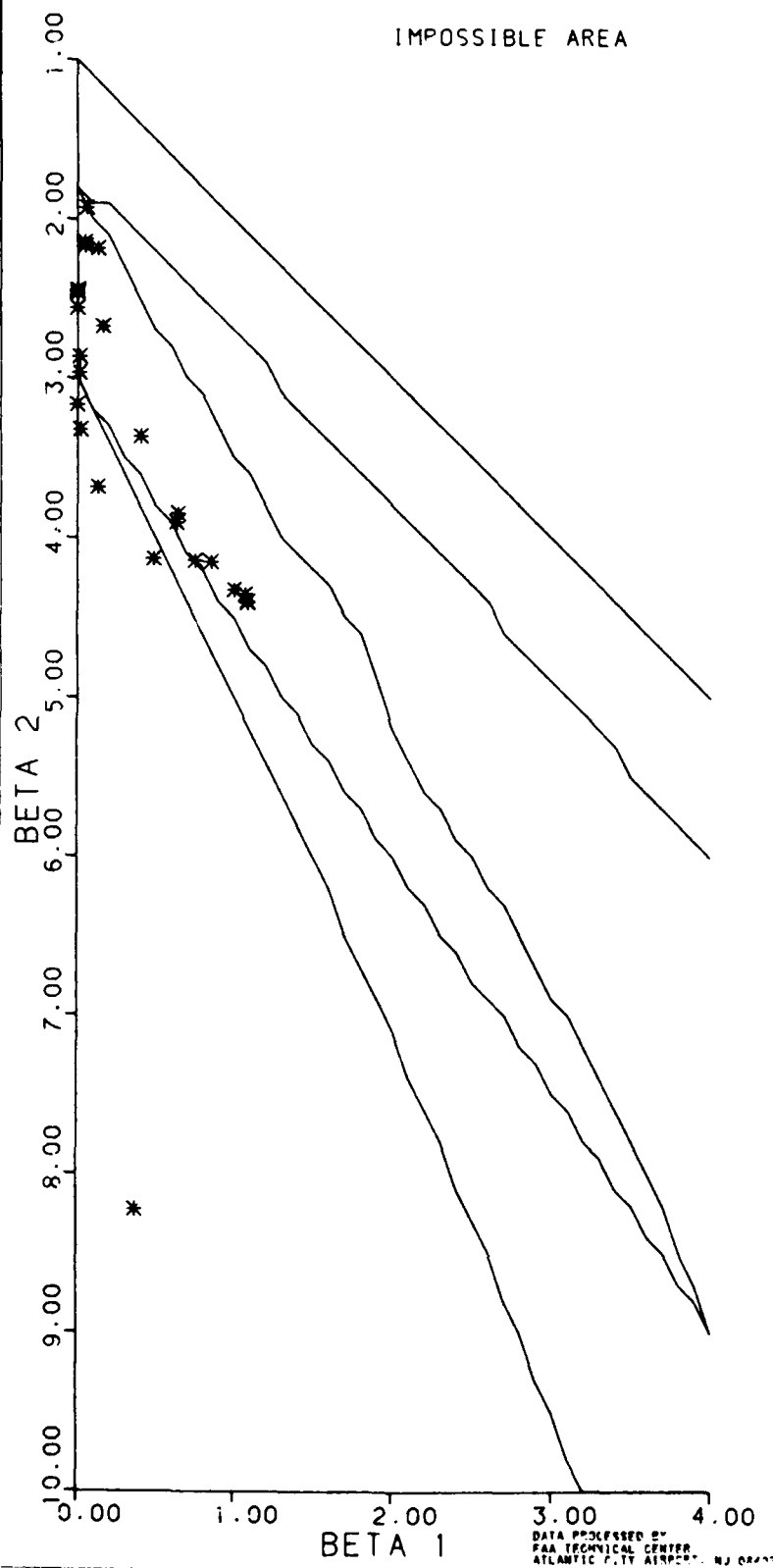
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 ANGULAR ERROR (DEG)



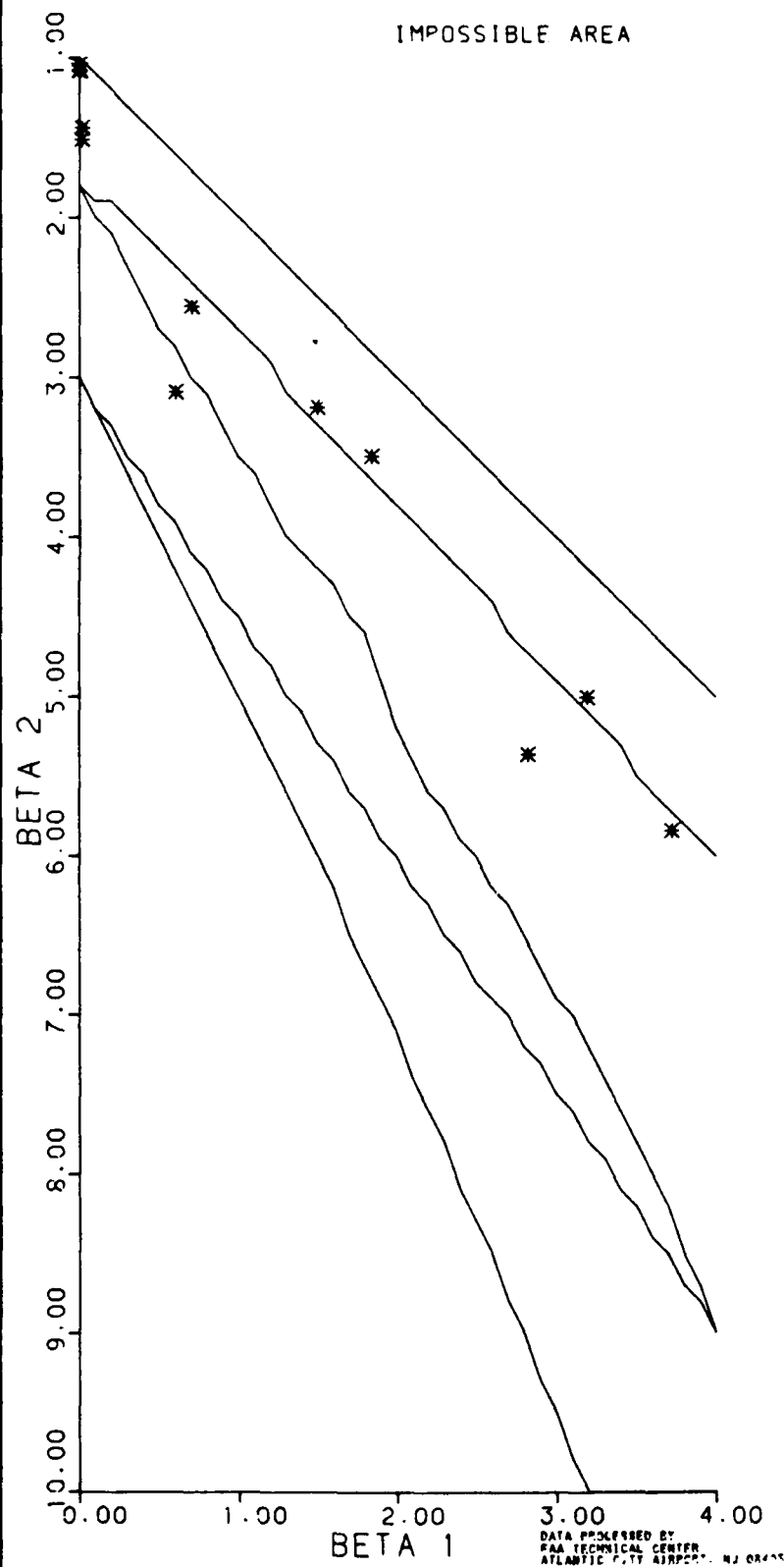
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 12.00 DEGREE STRAIGHT OUT DEPARTURES  
 ALTITUDE ERROR (FT)



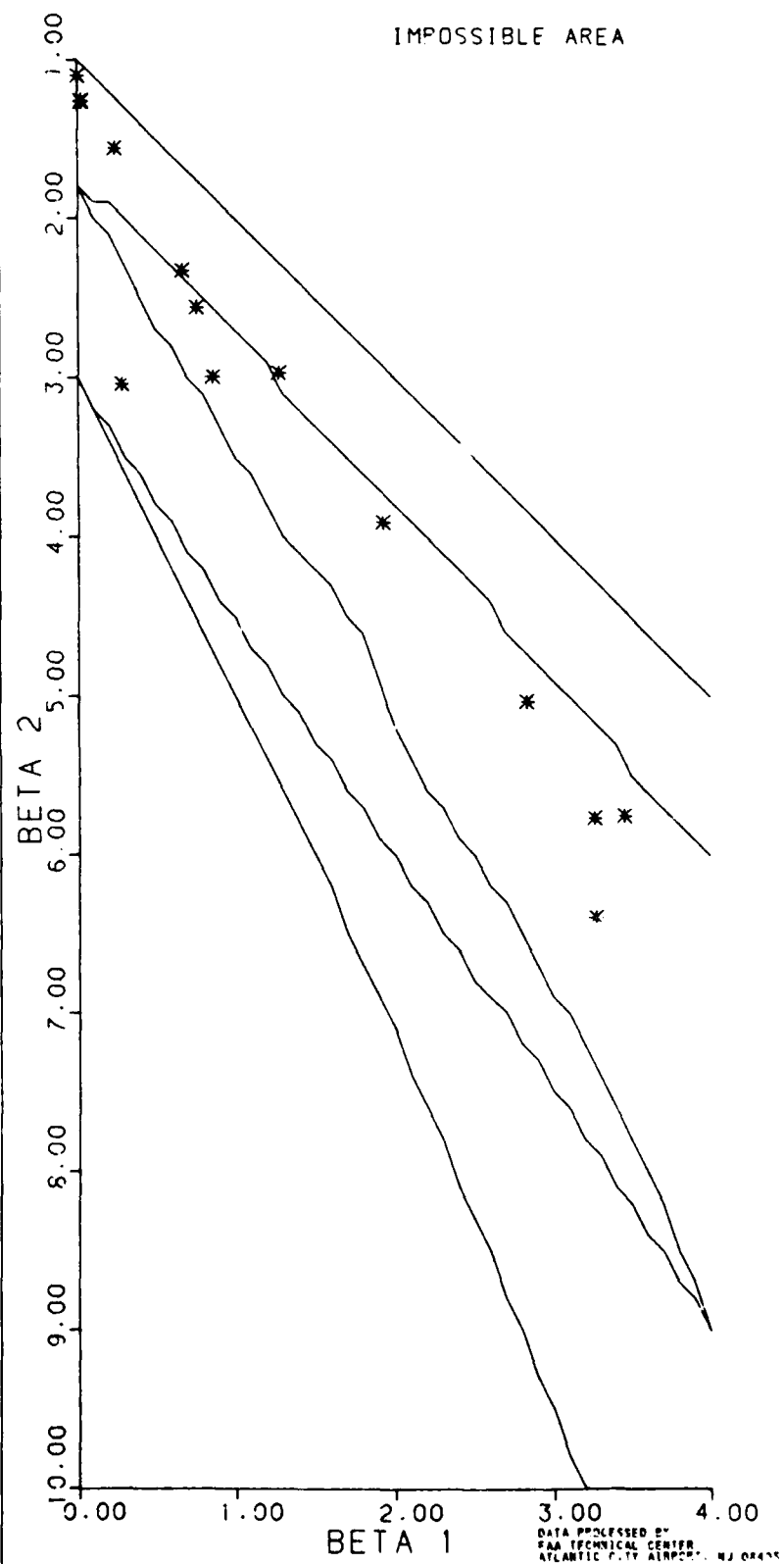
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
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 ANGULAR POSITION (DEG)



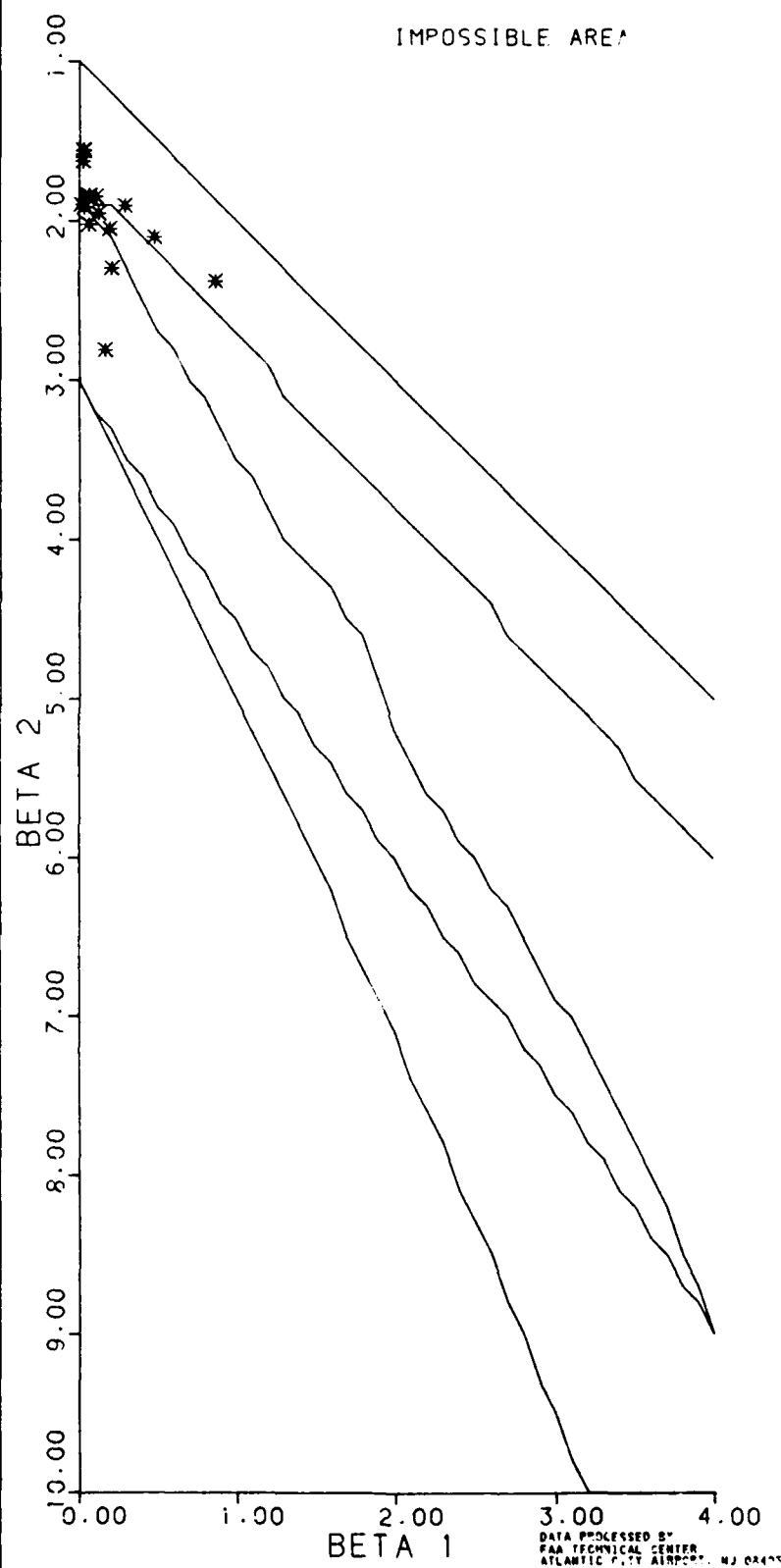
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 7.125 DEGREE CURVED DEPARTURES  
 CROSSTRACK POSITION (FT)



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 7.125 DEGREE CURVED DEPARTURES  
 ALTITUDE (FT)

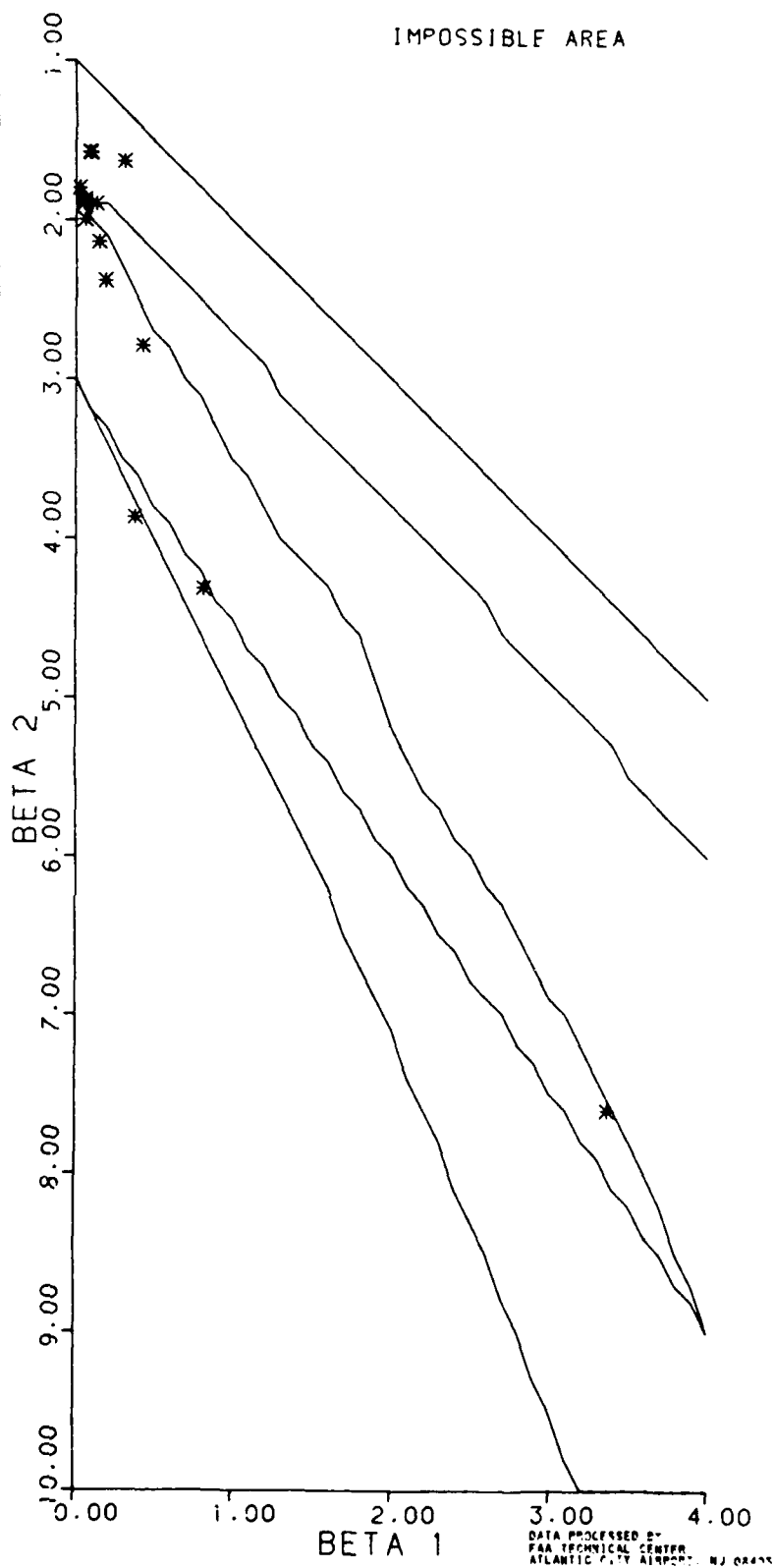


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
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 CROSSTRACK VELOCITY (FPM)

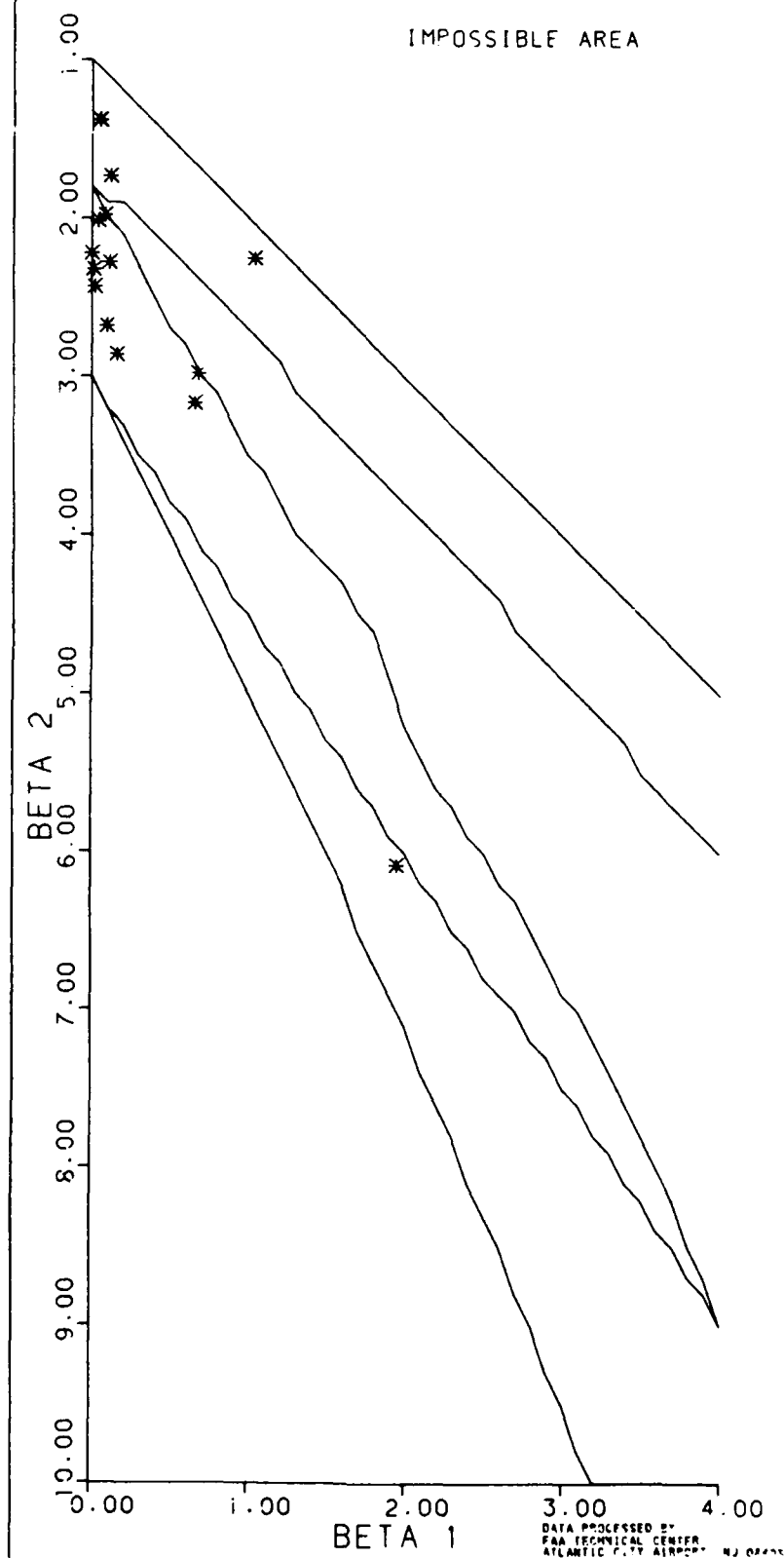




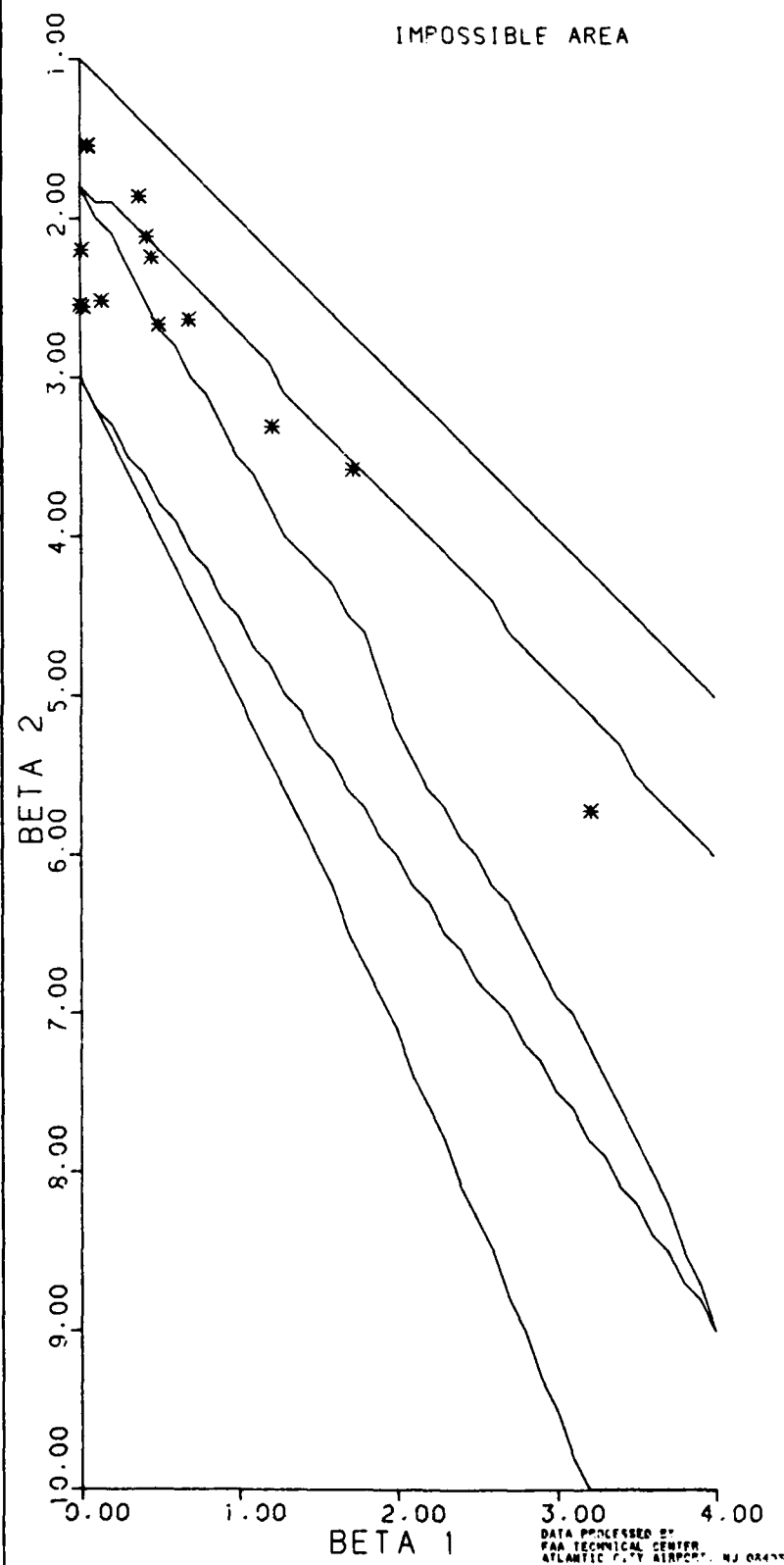
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 7.125 DEGREE CURVED DEPARTURES  
 ALONGTRACK VELOCITY (FPM)



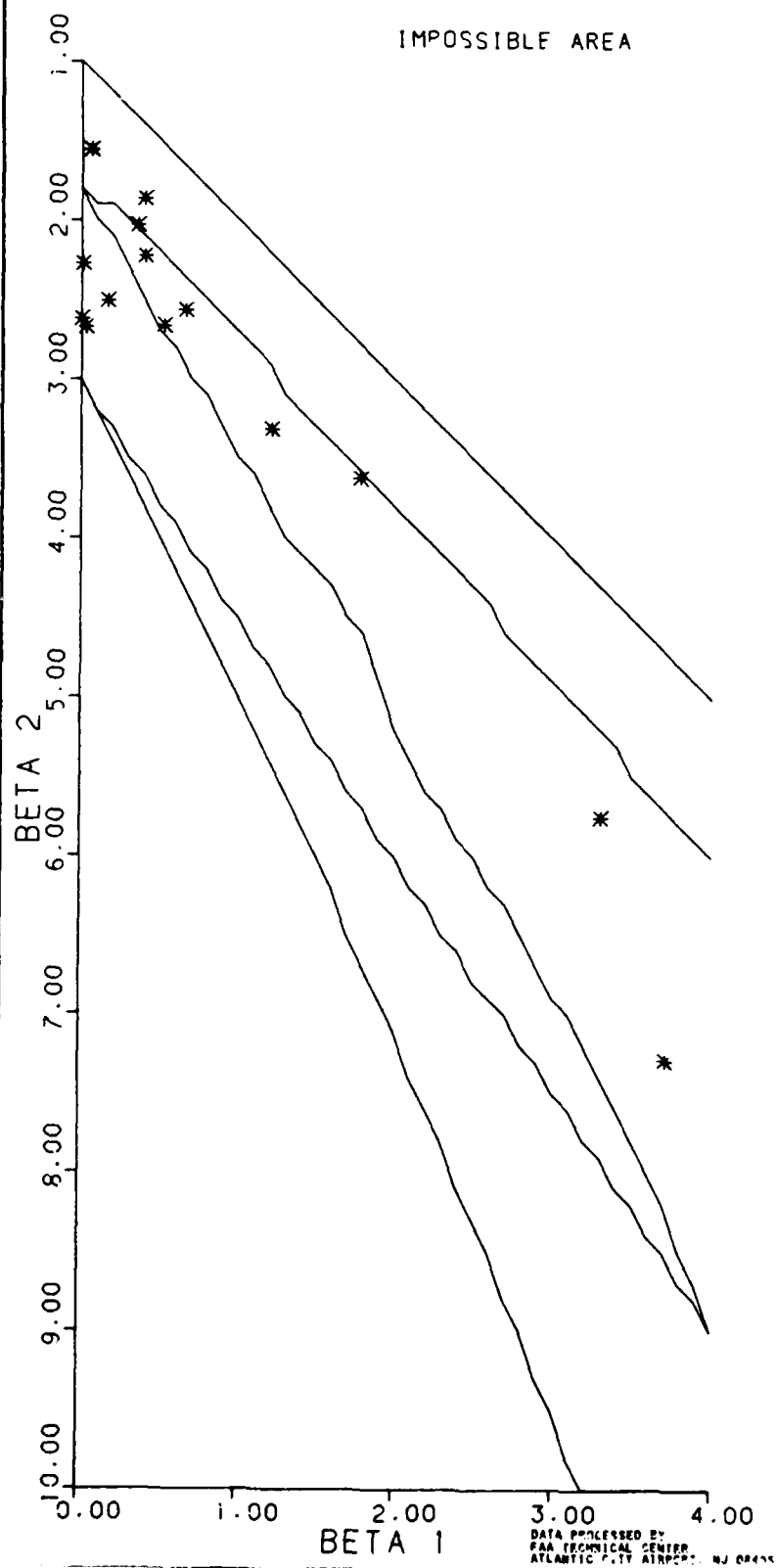
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 7.125 DEGREE CURVED DEPARTURES  
 VERTICAL VELOCITY (FPM)



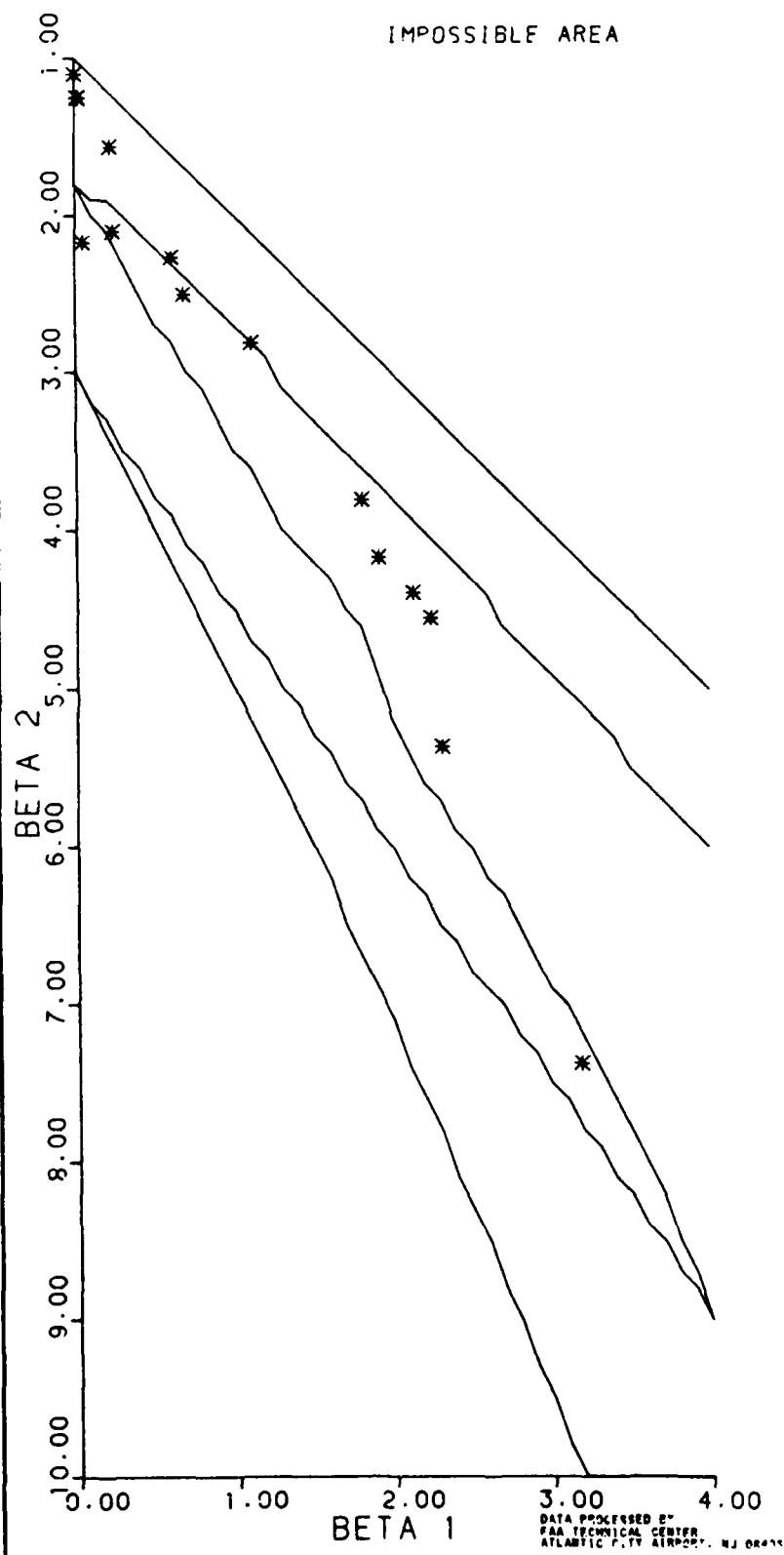
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 7.125 DEGREE CURVED DEPARTURES  
 GROUND SPEED (KNOTS)



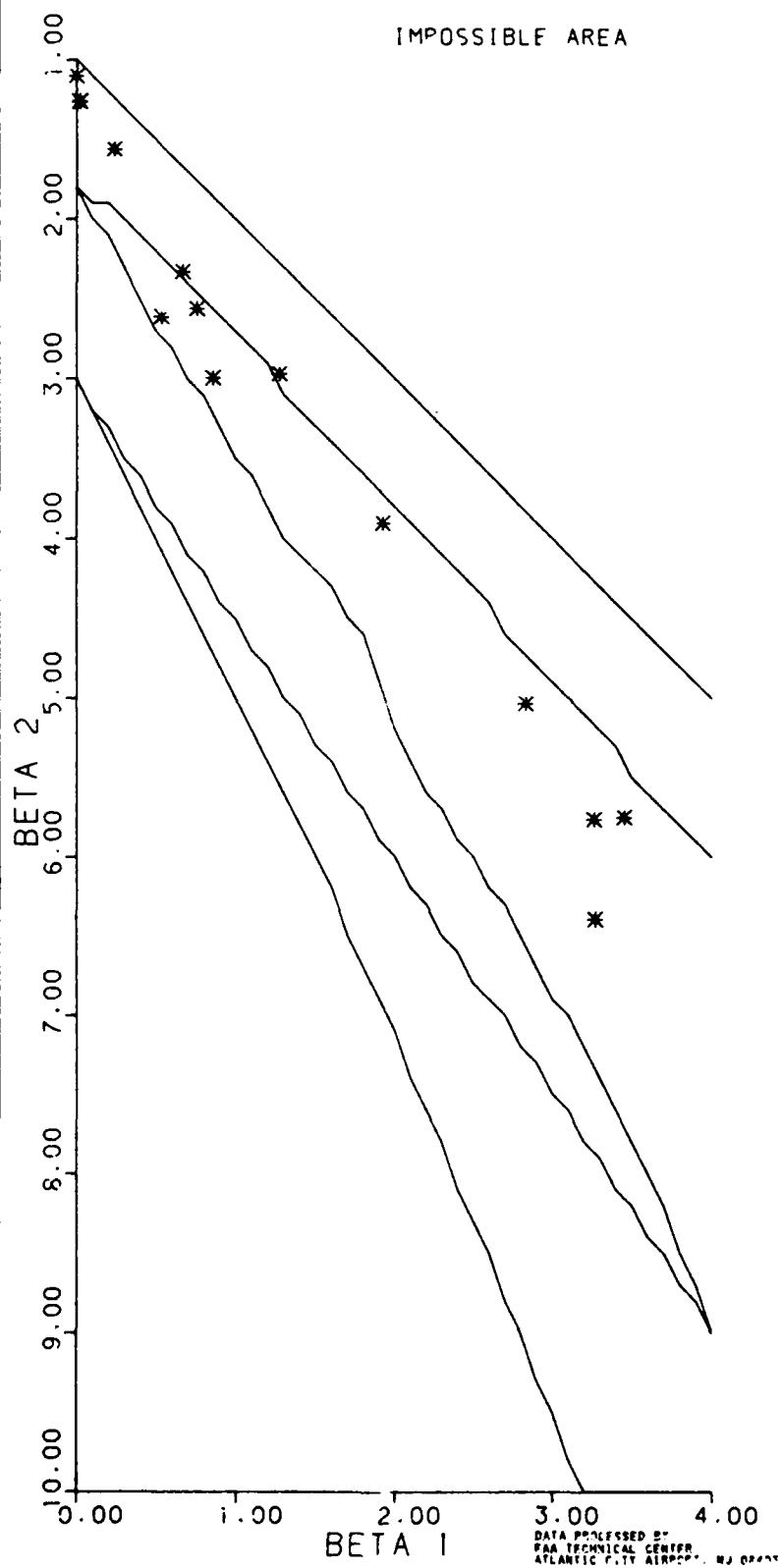
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 7.125 DEGREE CURVED DEPARTURES  
 ALONGPATH SPEED (KNOTS)



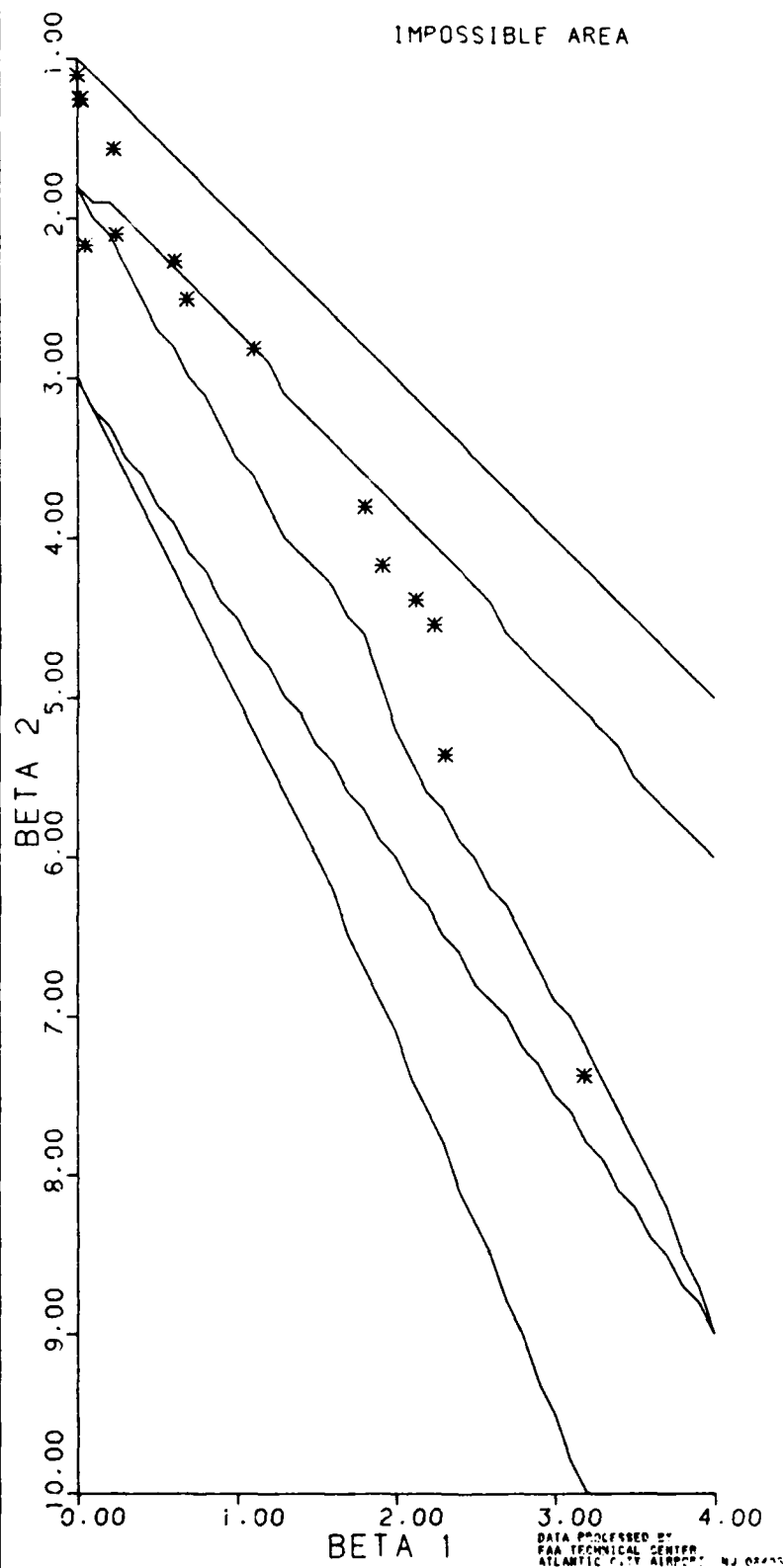
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 7.125 DEGREE CURVED DEPARTURES  
 ANGULAR ERROR (DEG)



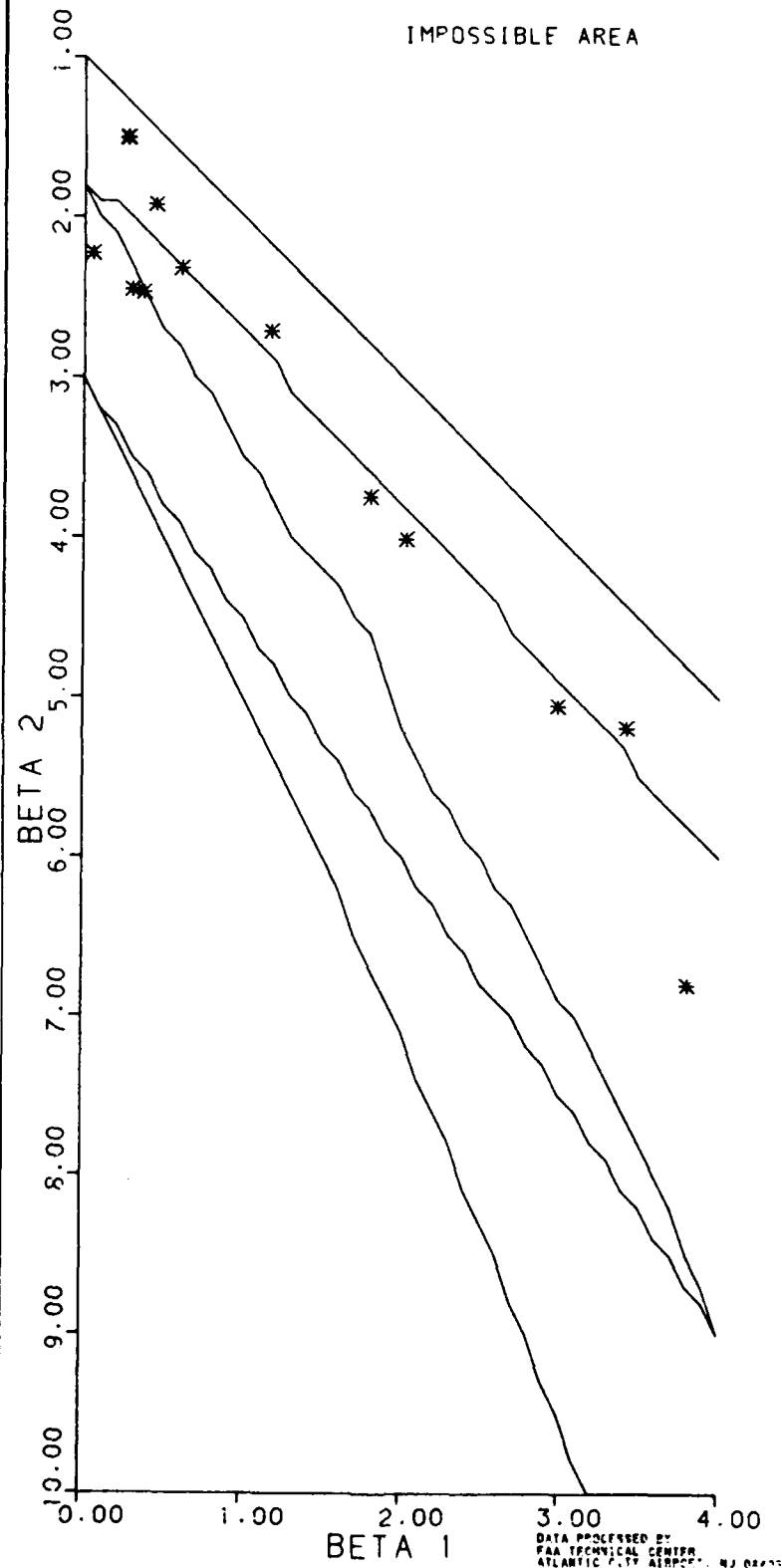
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 7.125 DEGREE CURVED DEPARTURES  
 ALTITUDE ERROR (FT)



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 7.125 DEGREE CURVED DEPARTURES  
 ANGULAR POSITION (DEG)

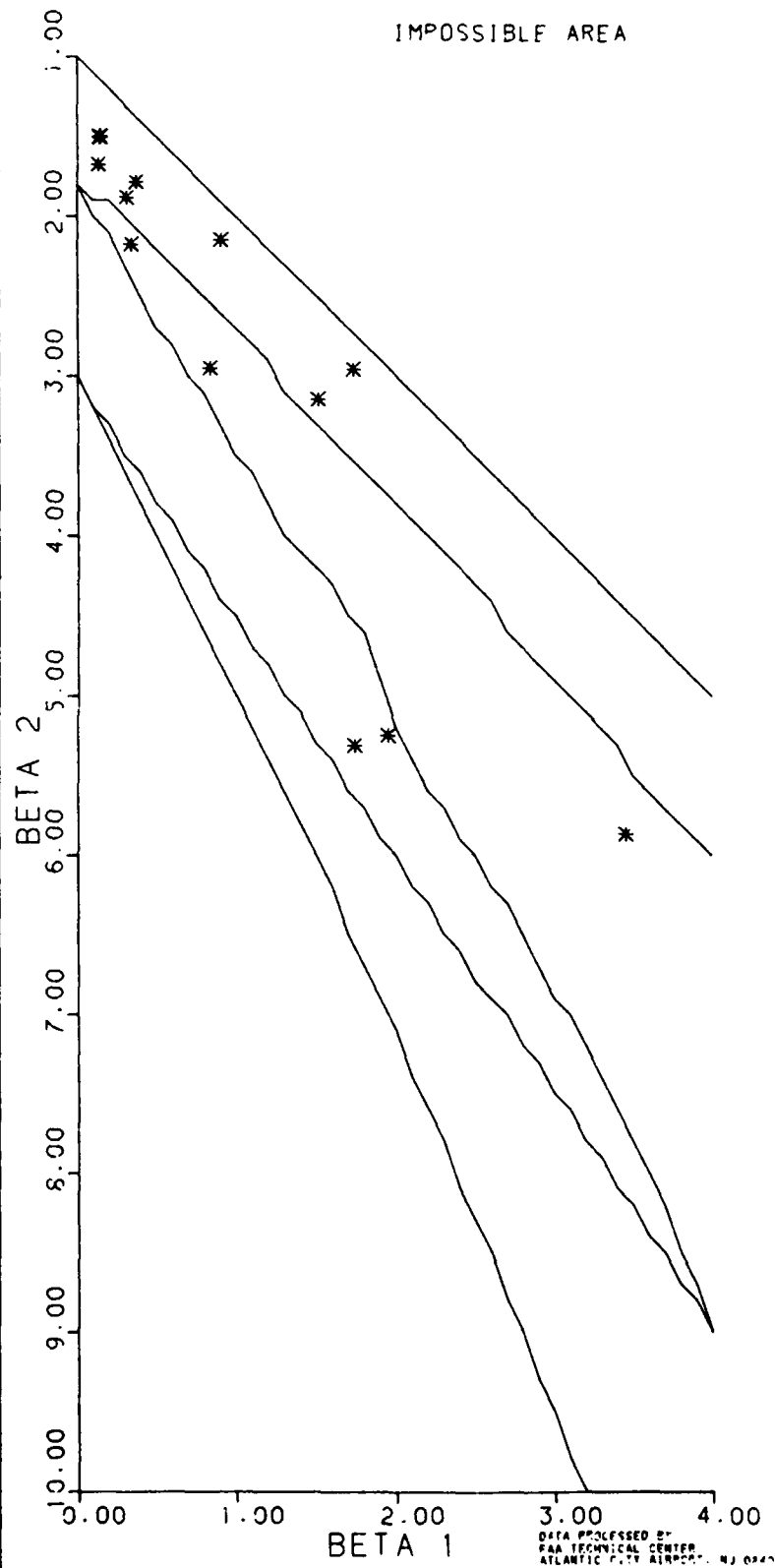


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 10.00 DEGREE CURVED DEPARTURES  
 CROSSTRACK POSITION (FT)

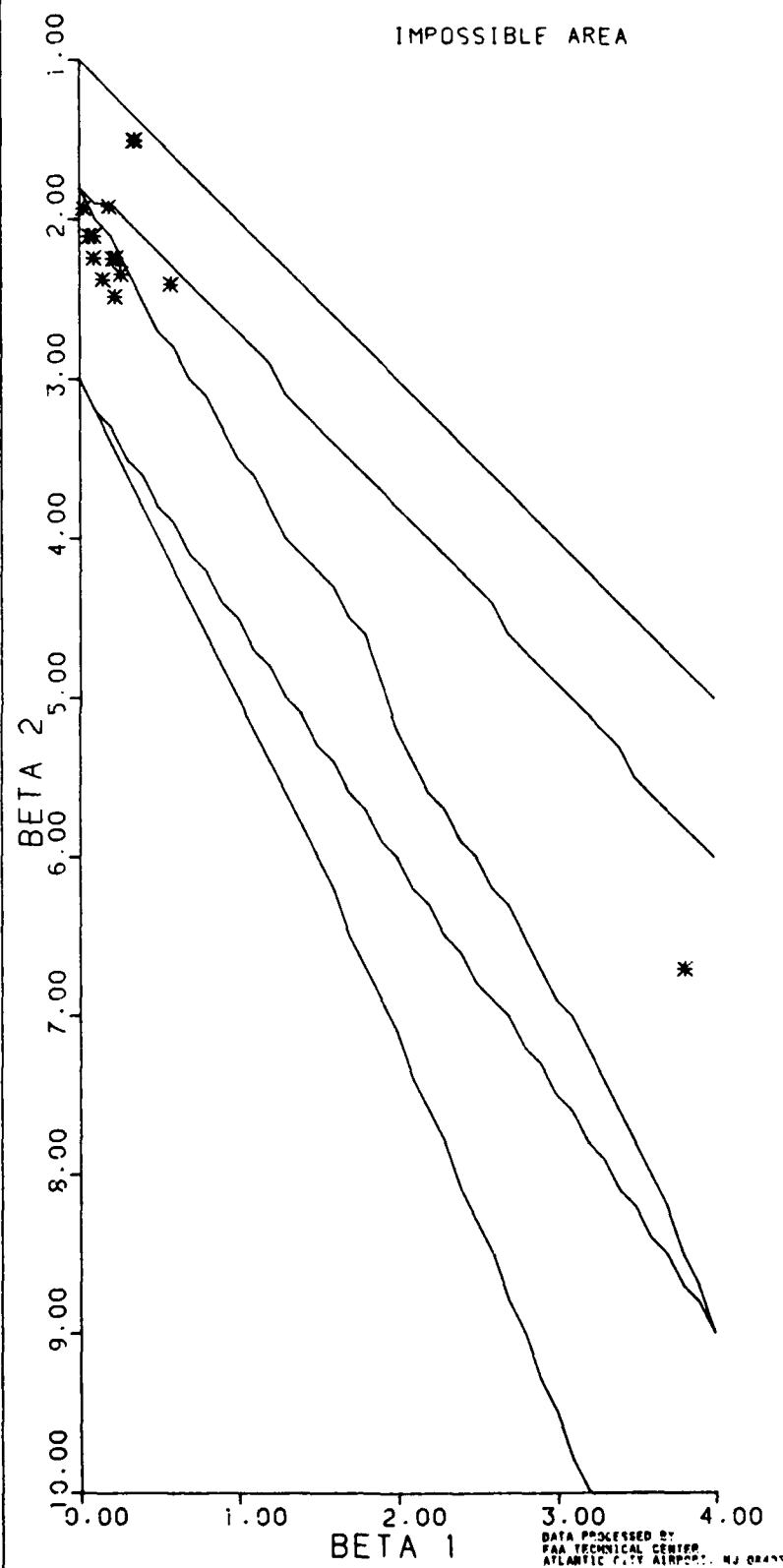




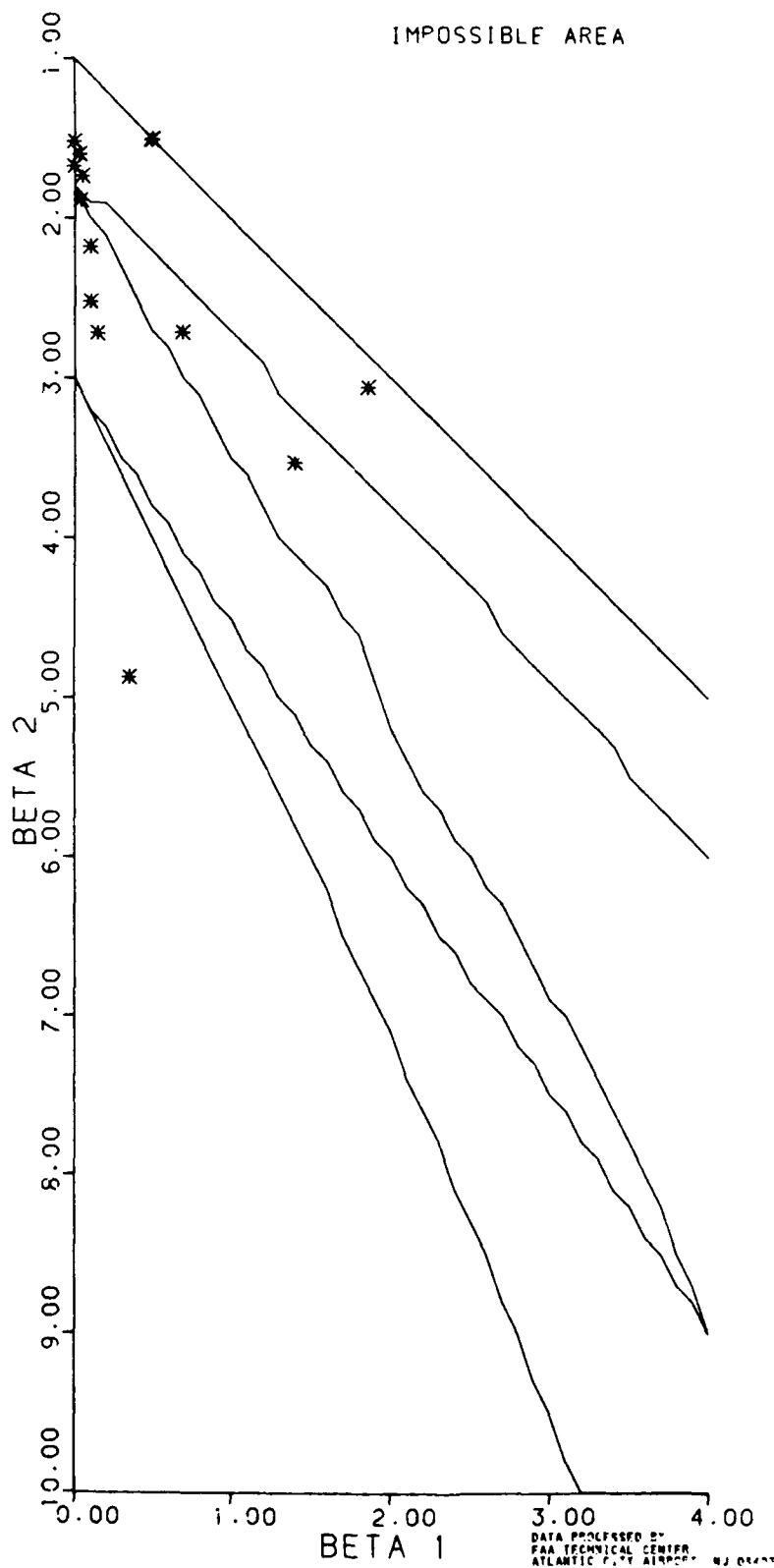
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 10.00 DEGREE CURVED DEPARTURES  
 ALTITUDE (FT)



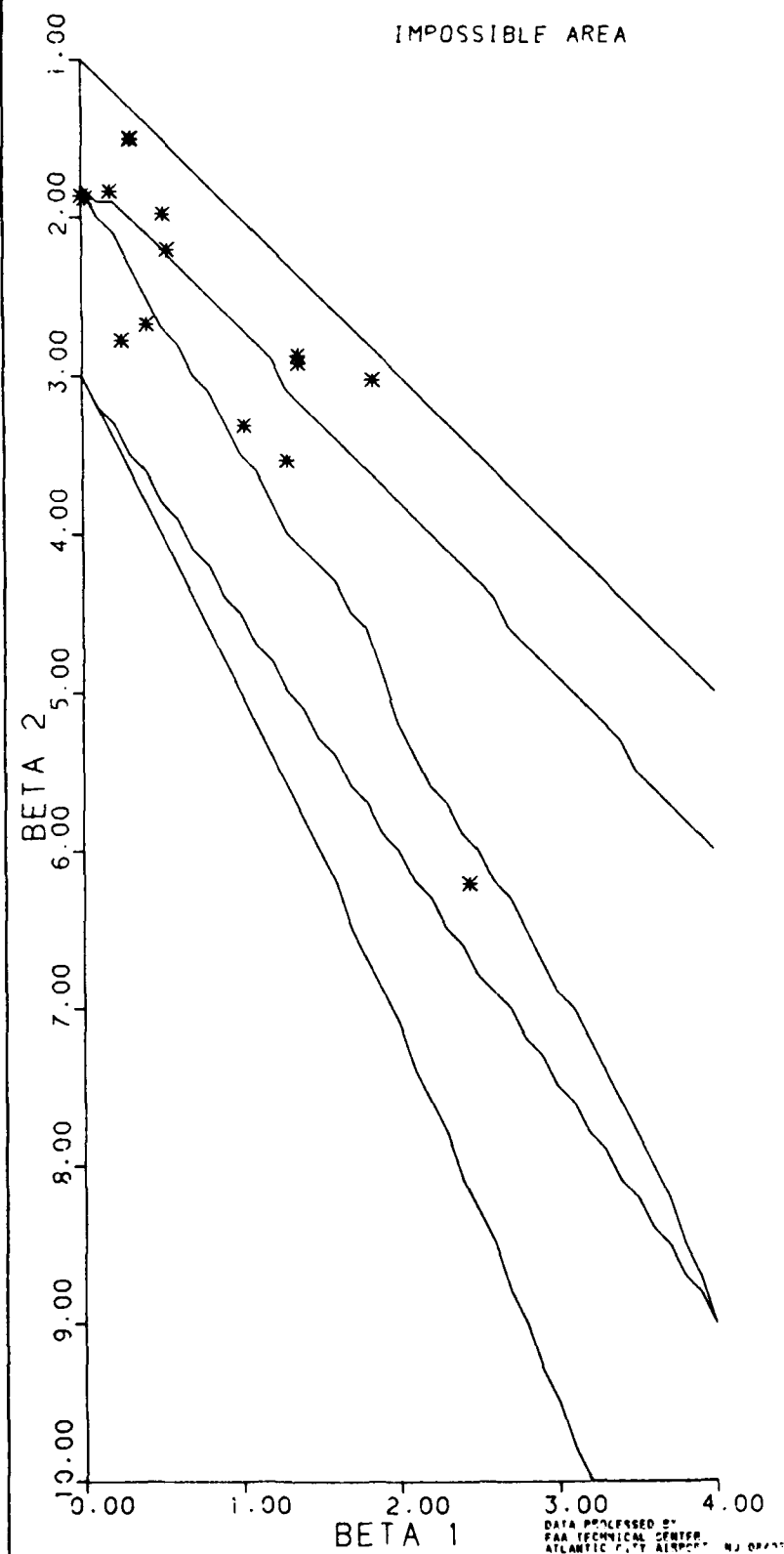
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 10.00 DEGREE CURVED DEPARTURES  
 CROSSTRACK VELOCITY (FPM)



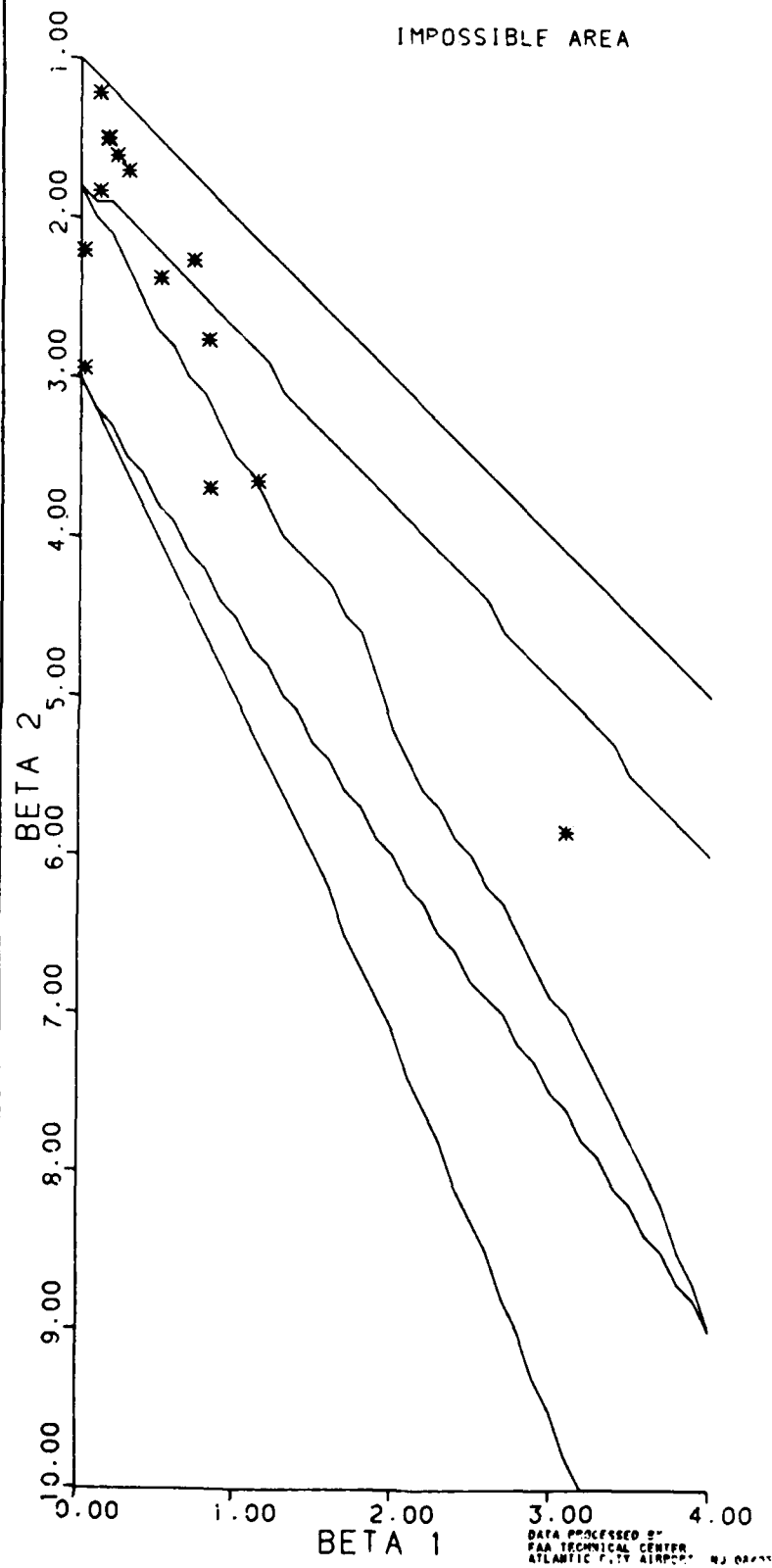
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 10.00 DEGREE CURVED DEPARTURES  
 ALONG TRACK VELOCITY (FPM)



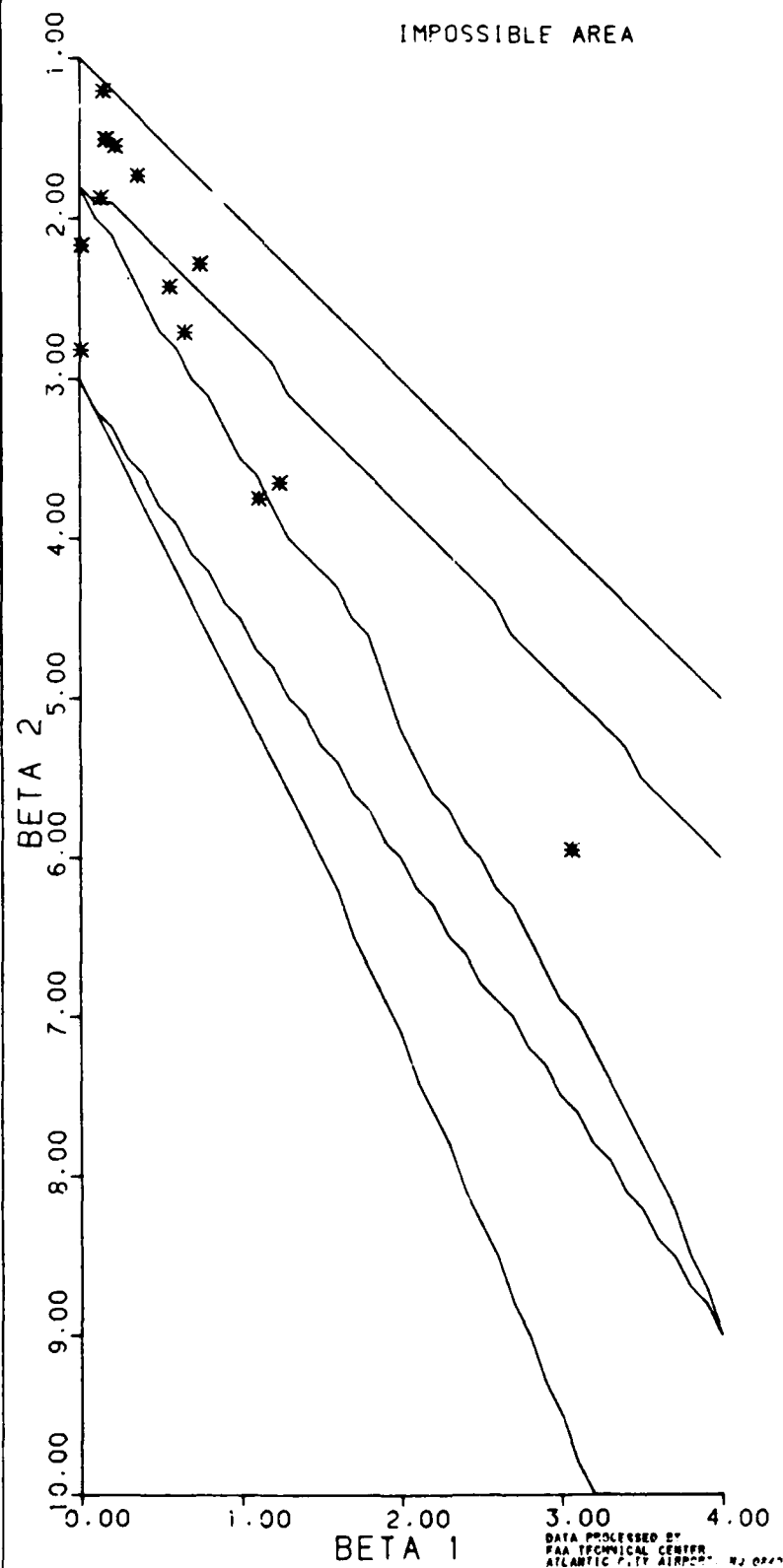
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 10.00 DEGREE CURVED DEPARTURES  
 VERTICAL VELOCITY (FPM)



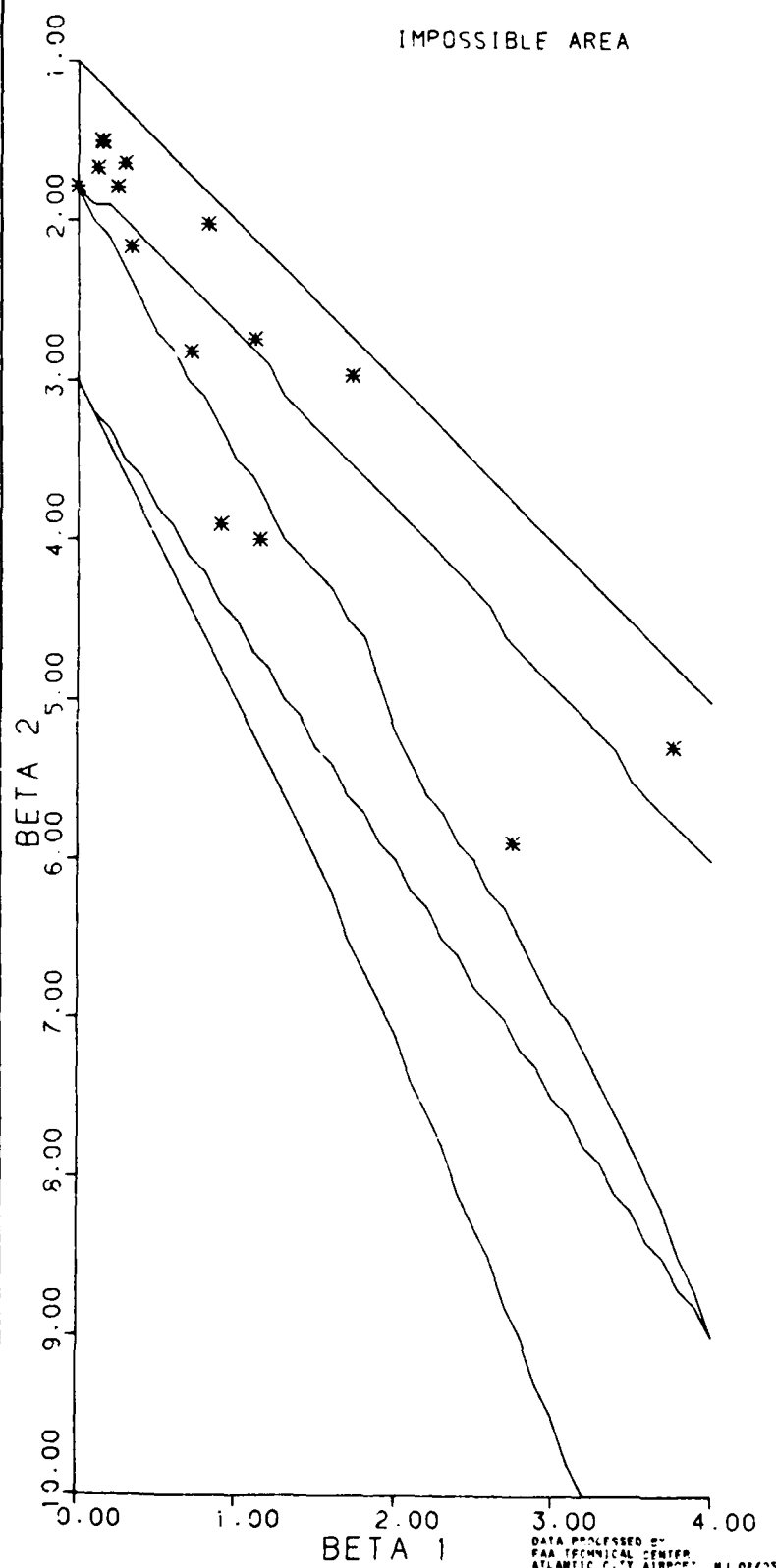
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 10.00 DEGREE CURVED DEPARTURES  
 GROUND SPEED (KNOTS)



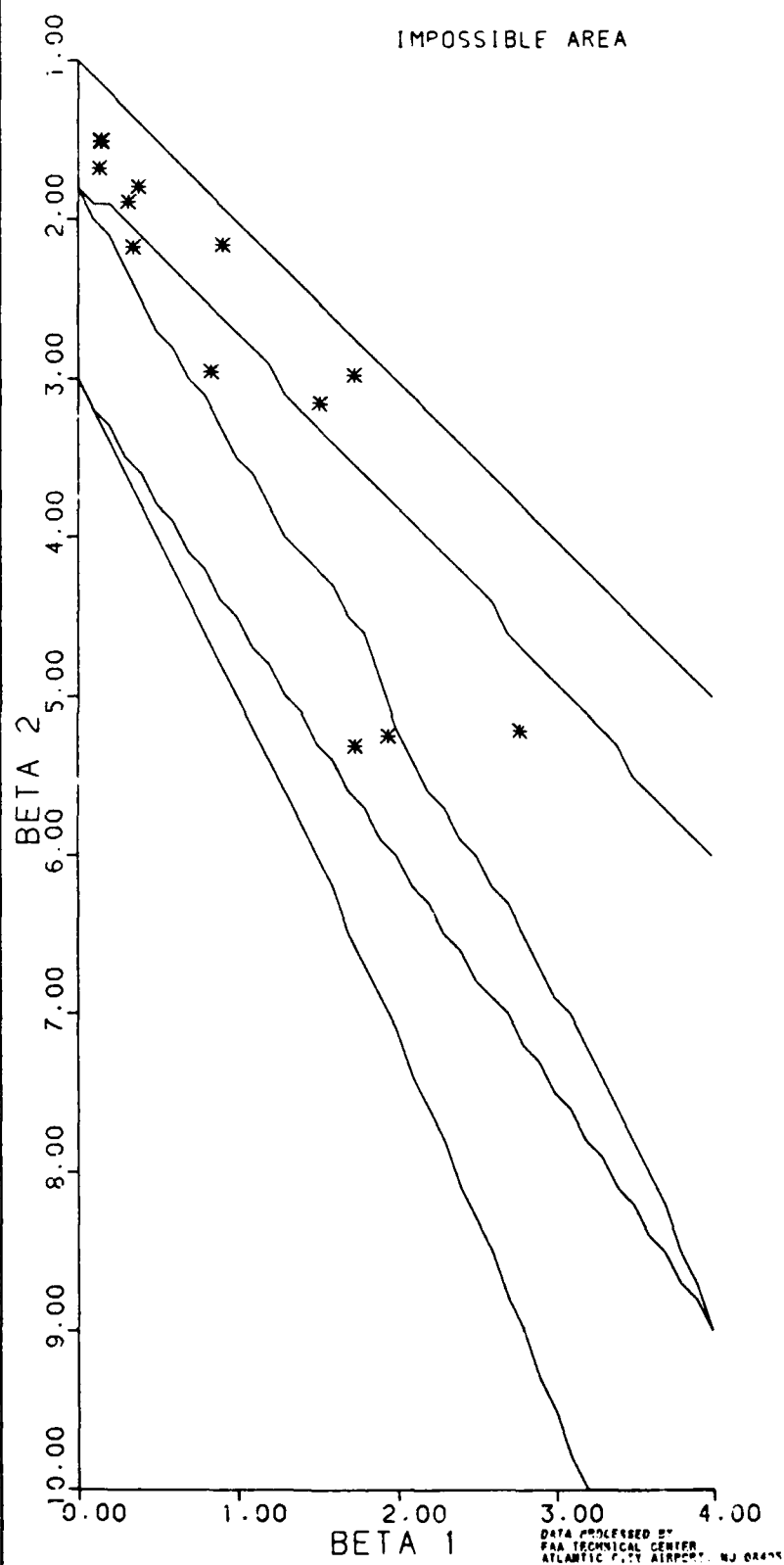
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 10.00 DEGREE CURVED DEPARTURES  
 ALONGPATH SPEED (KNOTS)



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 10.00 DEGREE CURVED DEPARTURES  
 ANGULAR ERROR (DEG)

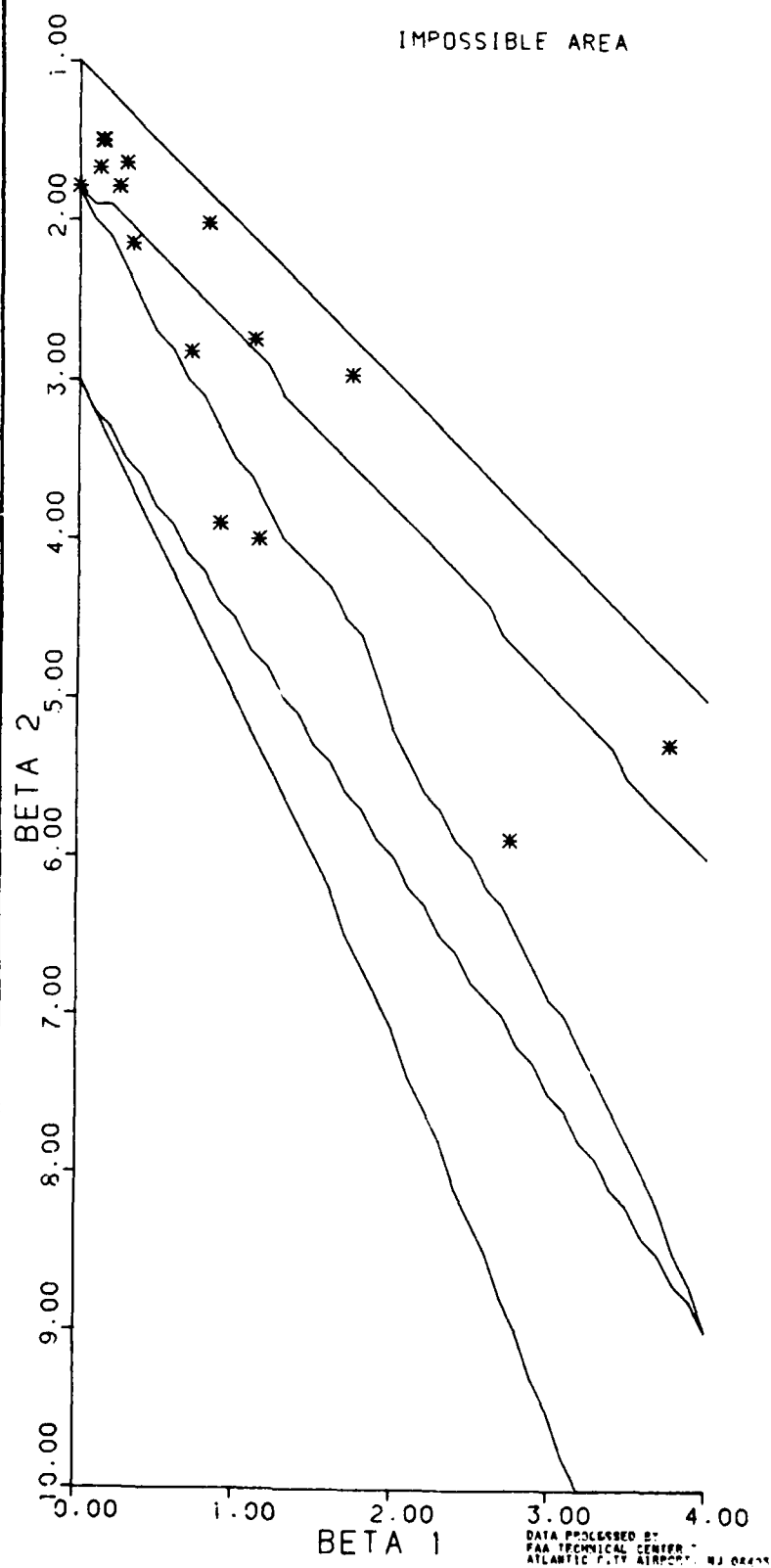


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 10.00 DEGREE CURVED DEPARTURES  
 ALTITUDE ERROR (FT)

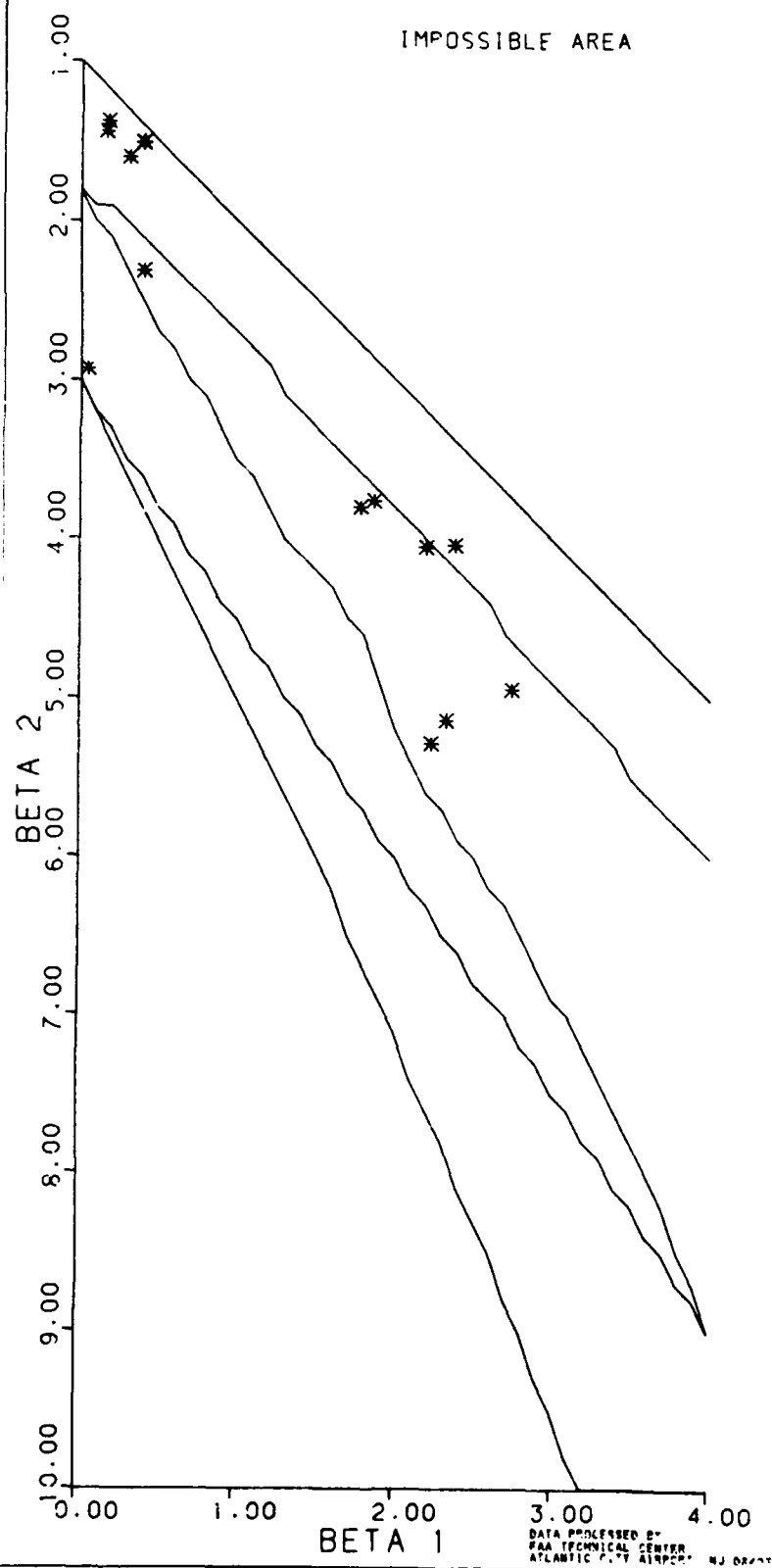




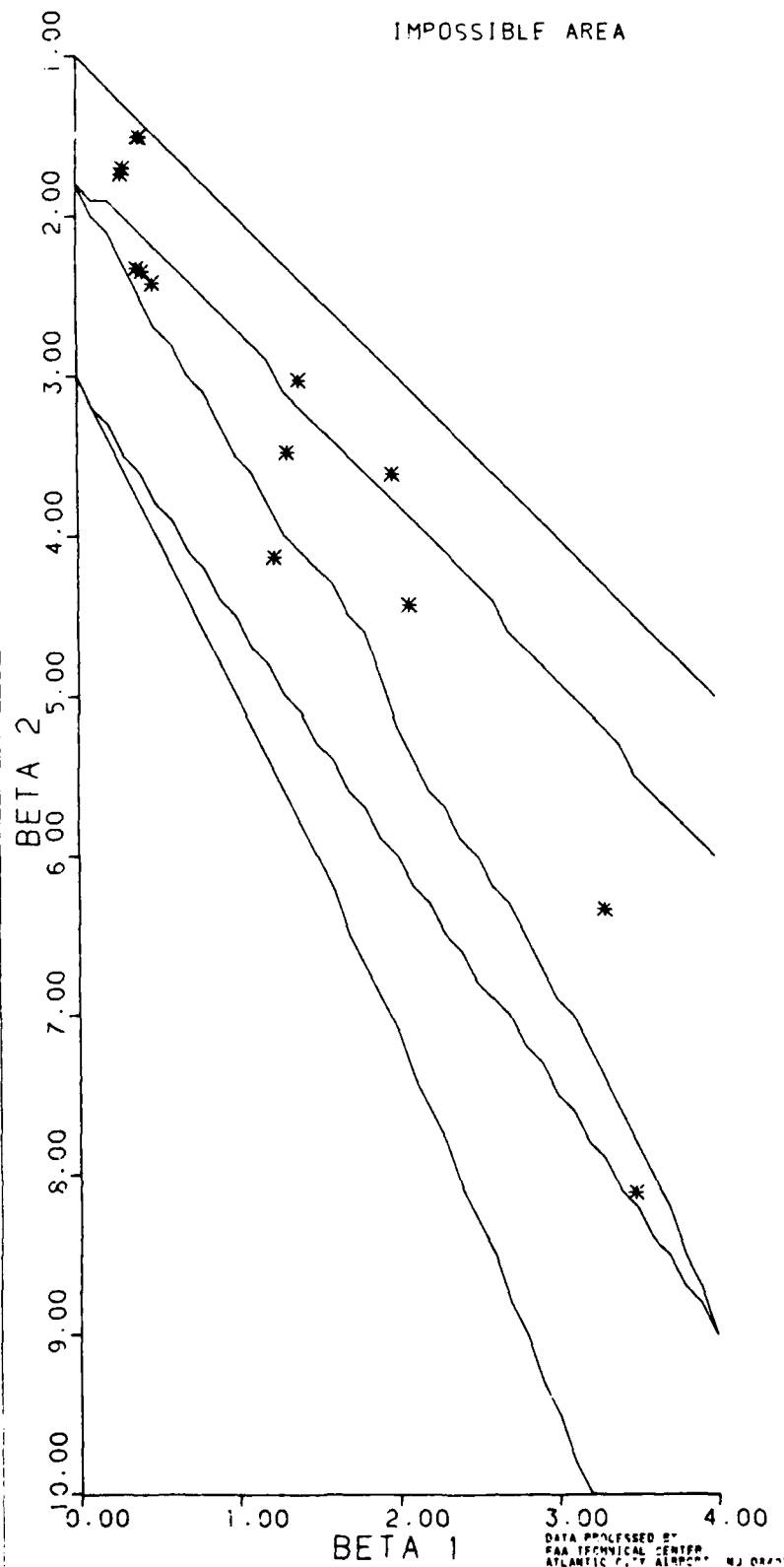
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 10.00 DEGREE CURVED DEPARTURES  
 ANGULAR POSITION (DEG)



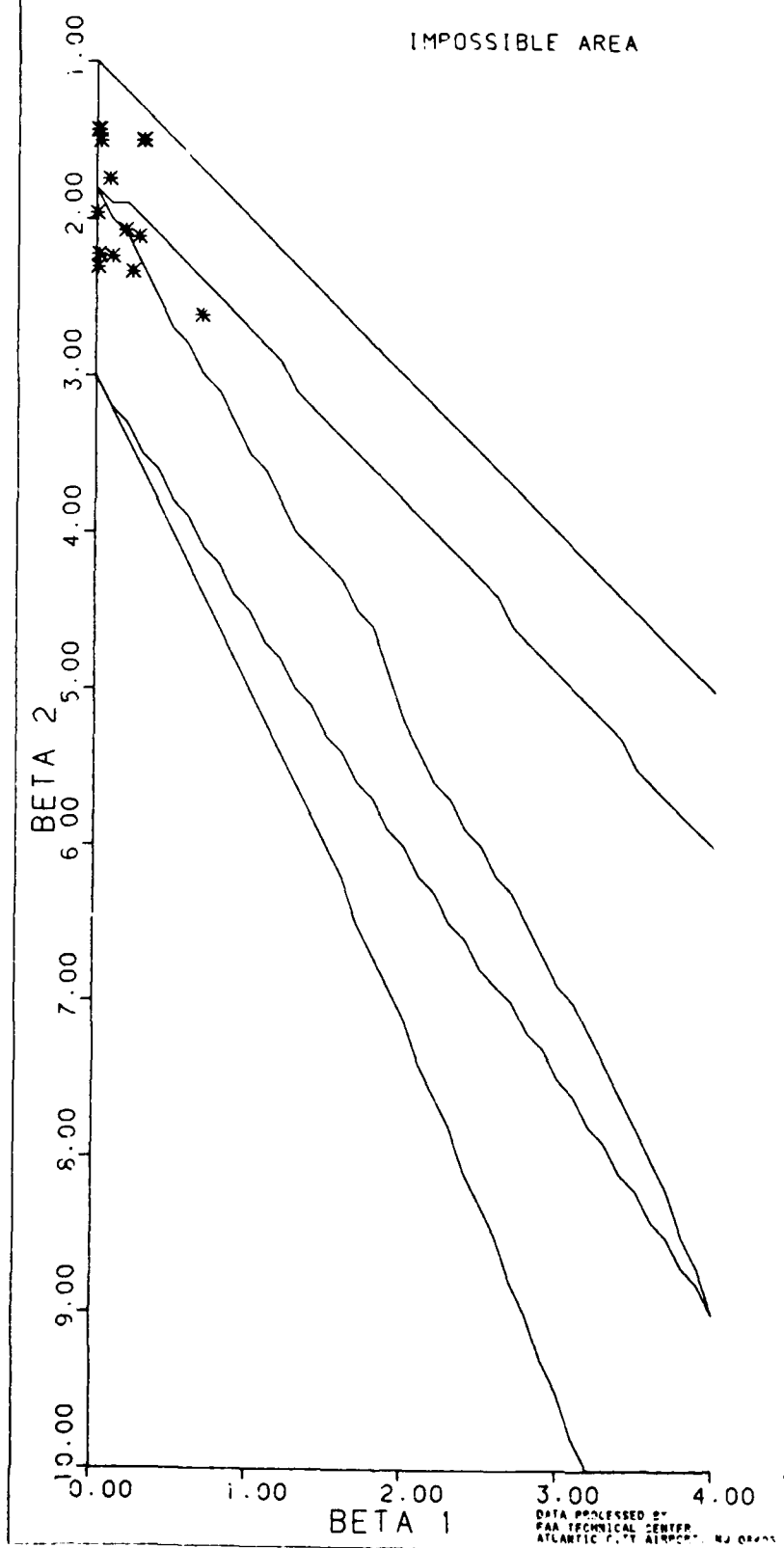
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 12.00 DEGREE CURVED DEPARTURES  
 CROSSTRACK POSITION (FT)



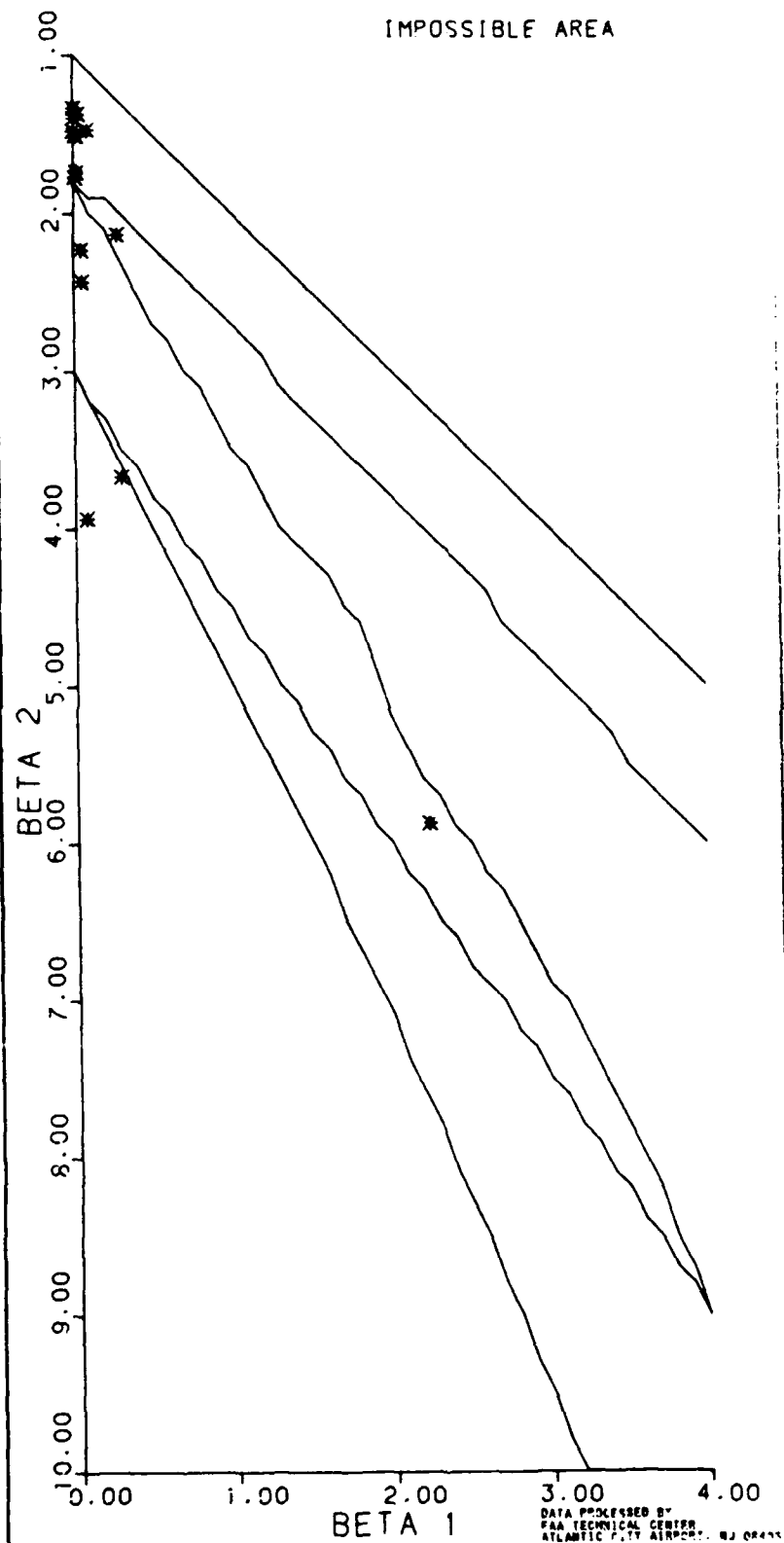
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 12.00 DEGREE CURVED DEPARTURES  
 ALTITUDE (FT)



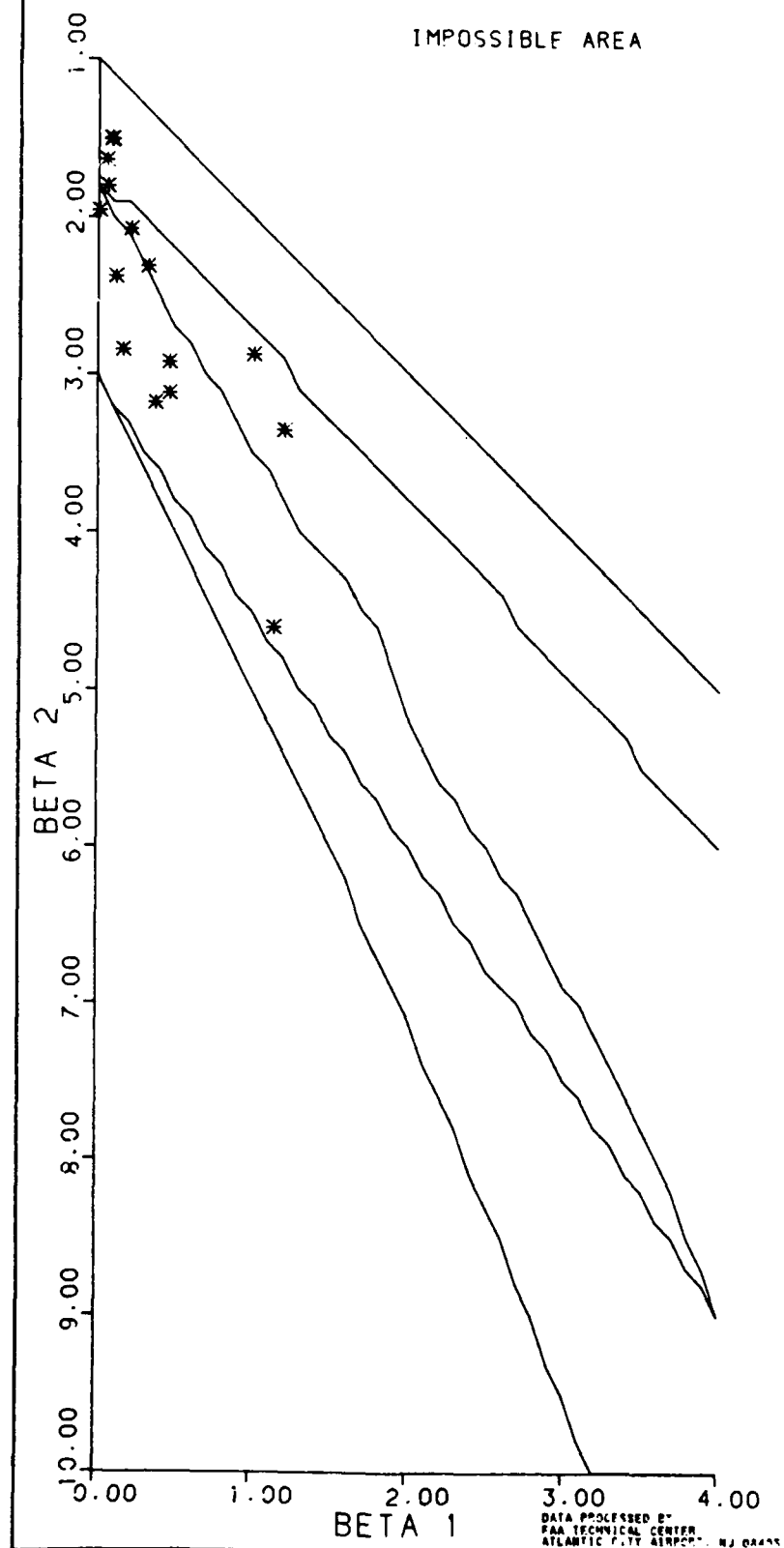
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 12.00 DEGREE CURVED DEPARTURES  
 CROSSTRACK VELOCITY (FPM)



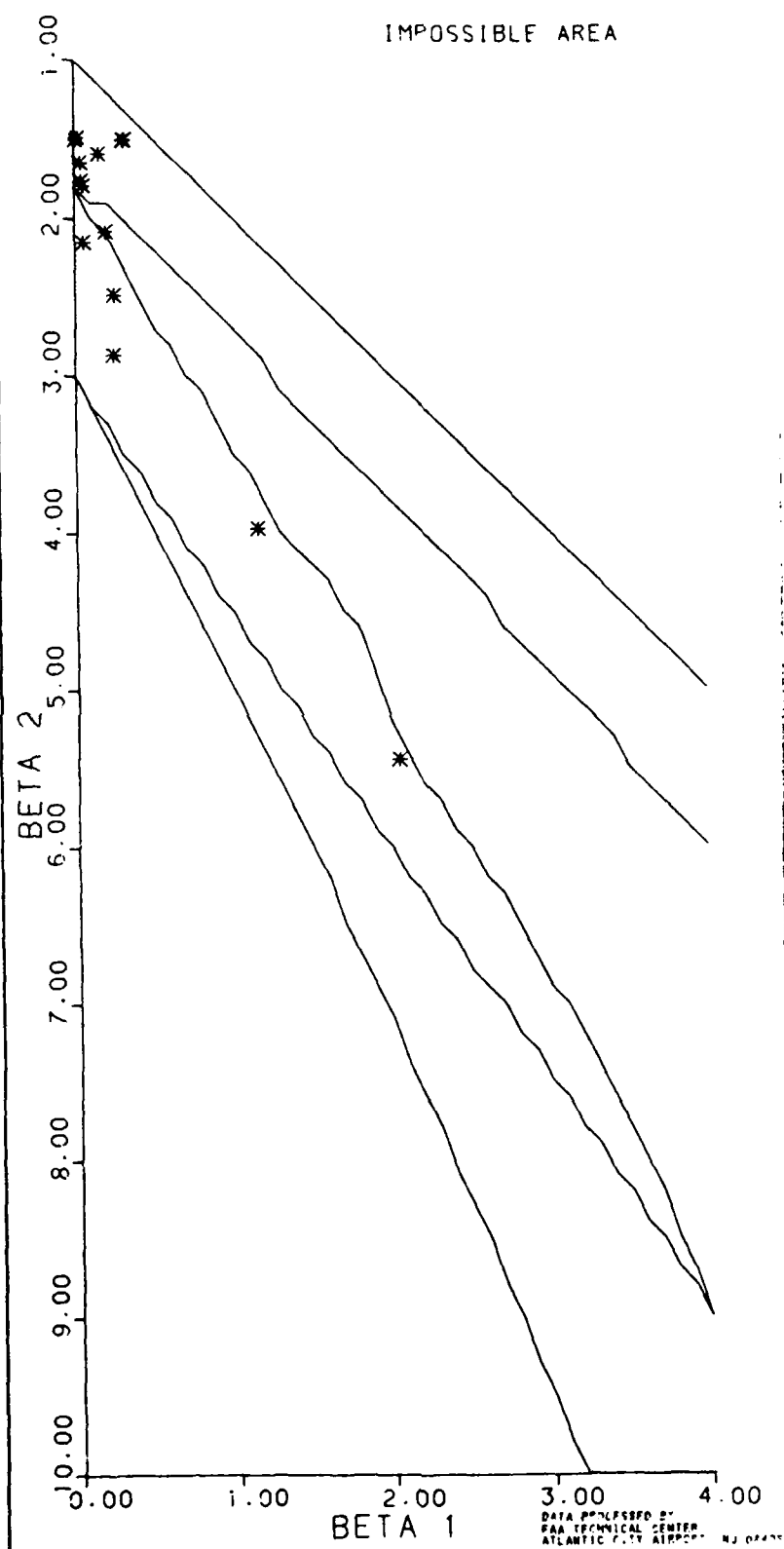
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 12.00 DEGREE CURVED DEPARTURES  
 ALONGTRACK VELOCITY (FPM)



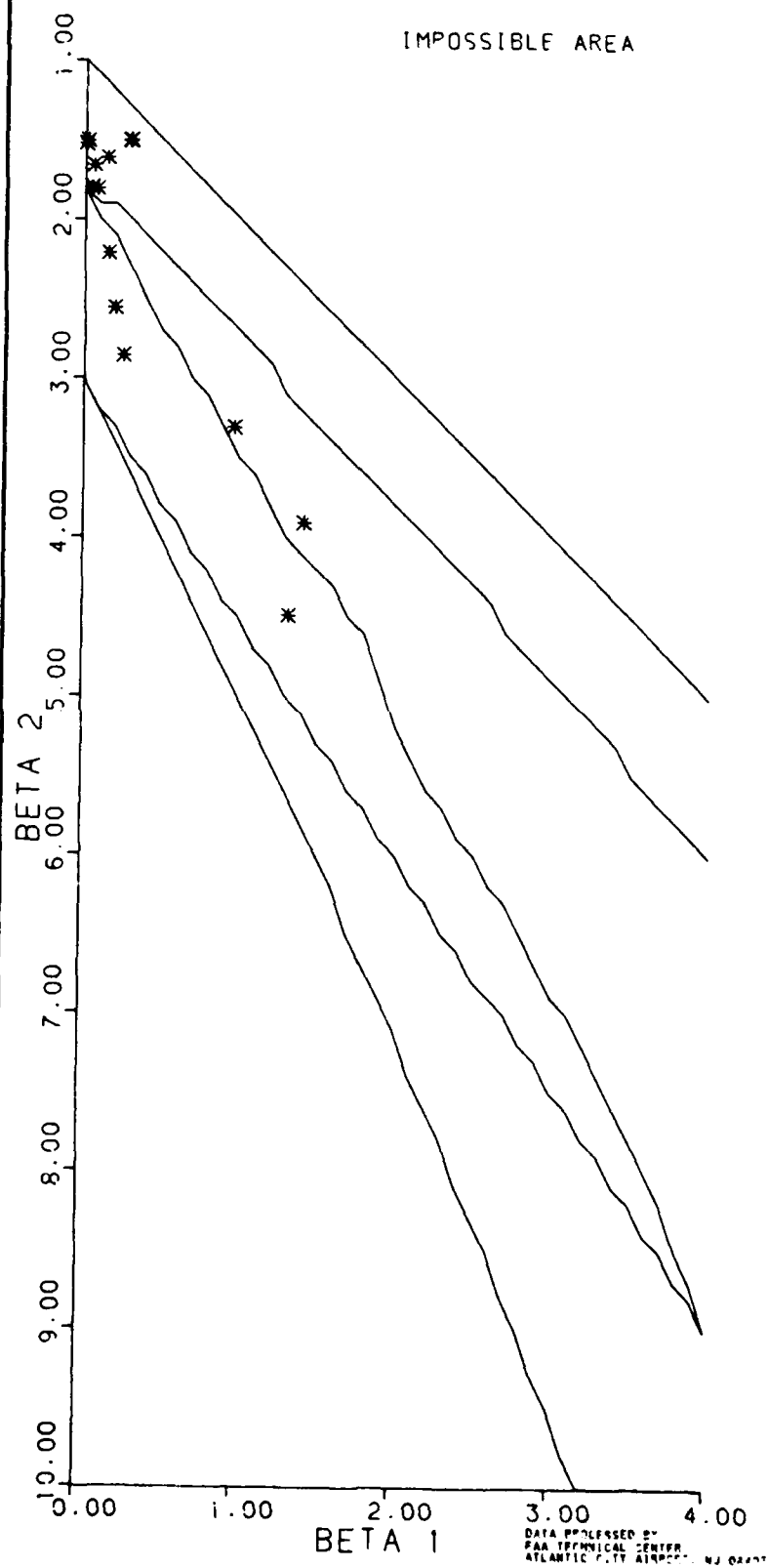
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 12.00 DEGREE CURVED DEPARTURES  
 VERTICAL VELOCITY (FPM)



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 12.00 DEGREE CURVED DEPARTURES  
 GROUND SPEED (KNOTS)

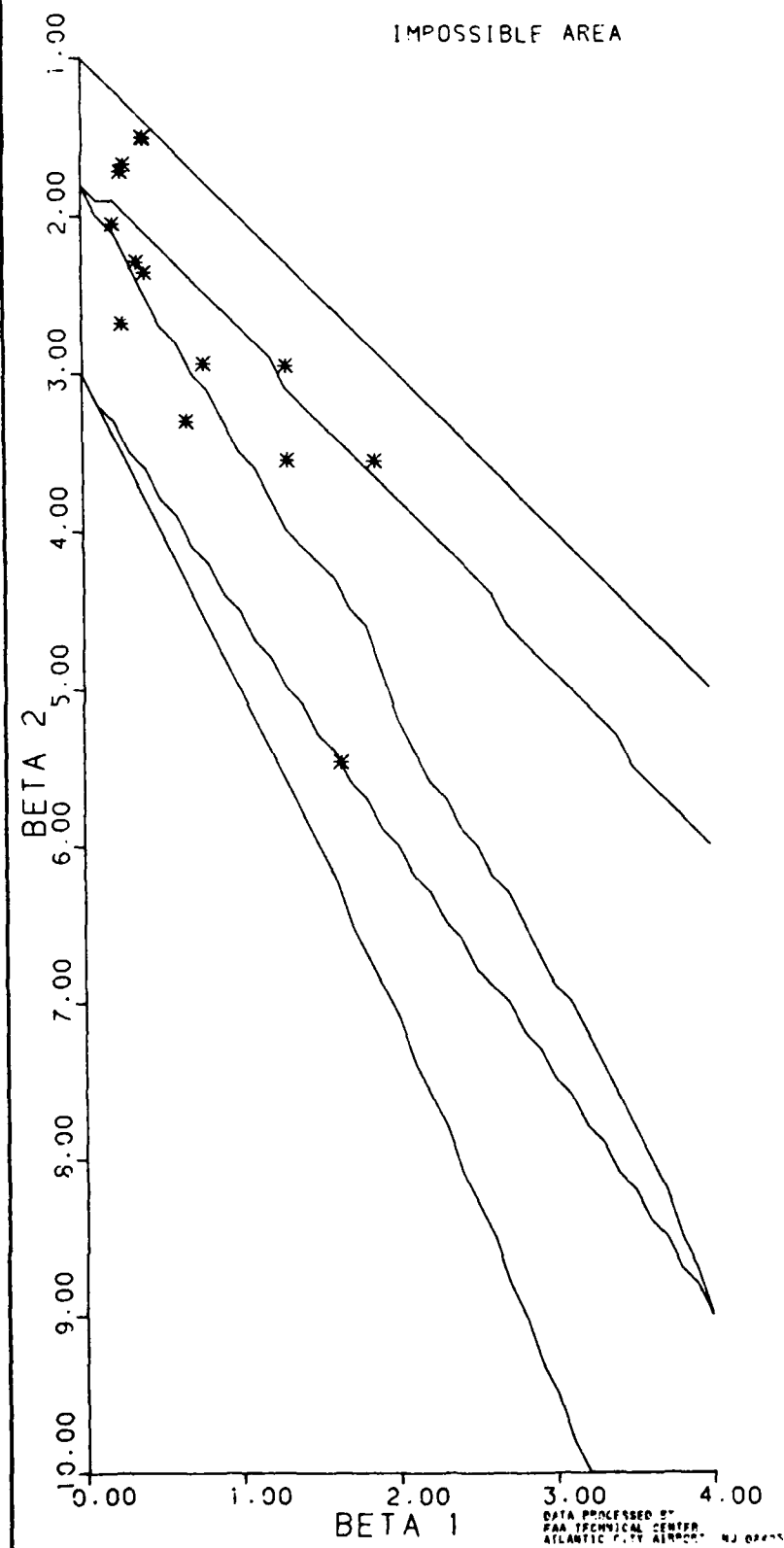


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
12.00 DEGREE CURVED DEPARTURES  
ALONGPATH SPEED (KNOTS)

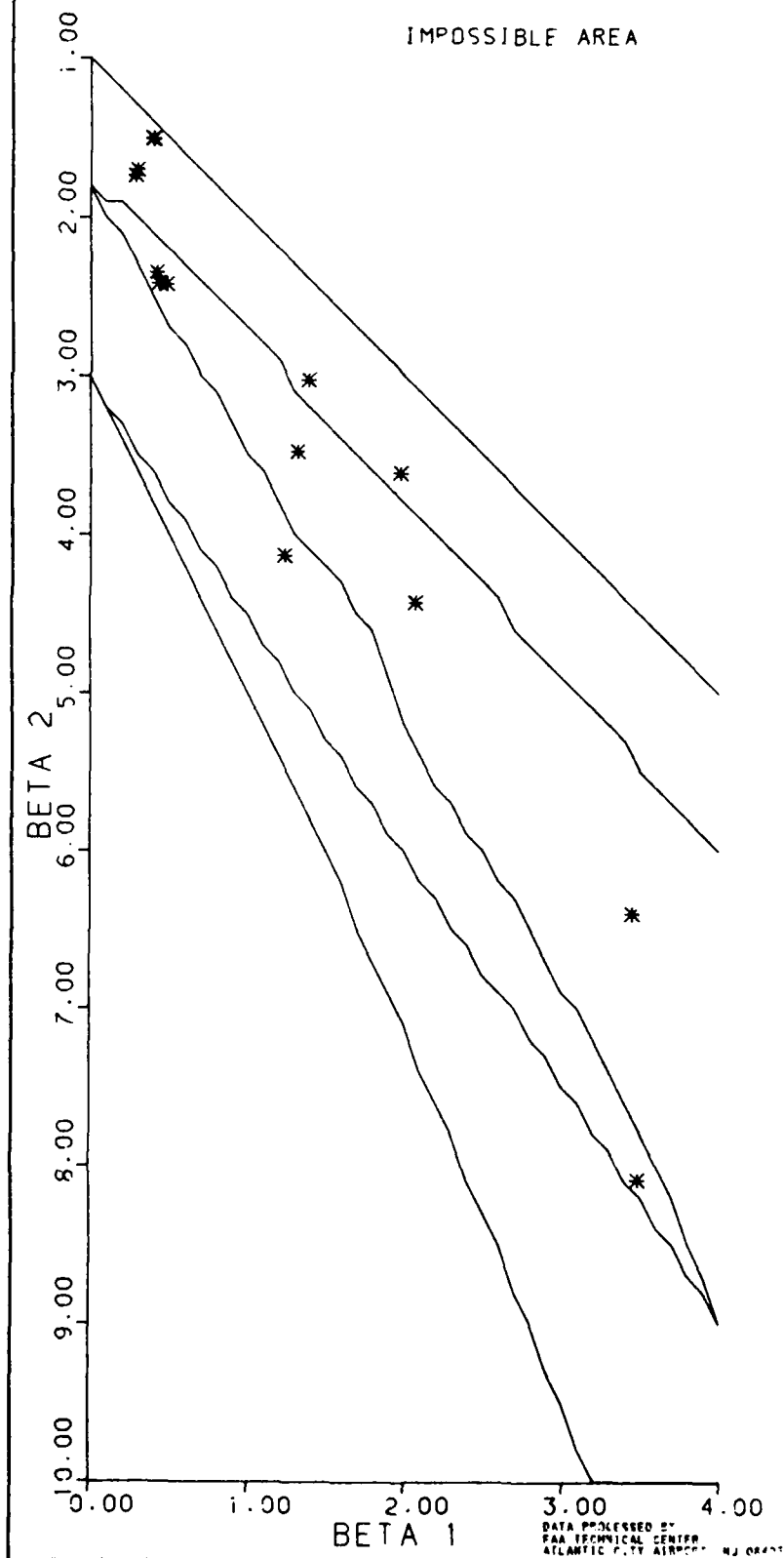




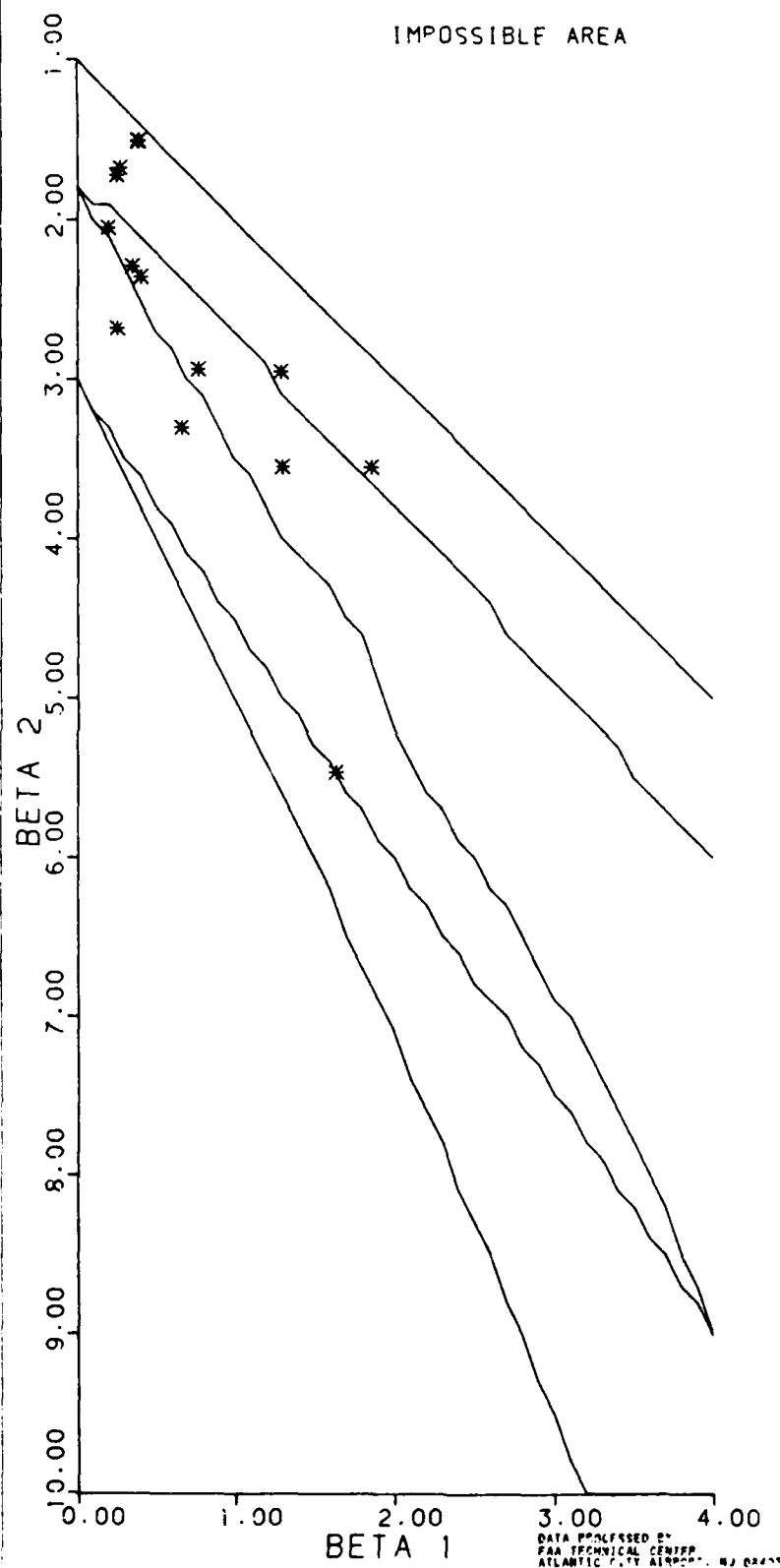
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 12.00 DEGREE CURVED DEPARTURES  
 ANGULAR ERROR (DEG)



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 12.00 DEGREE CURVED DEPARTURES  
 ALTITUDE ERROR (FT)



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
 12.00 DEGREE CURVED DEPARTURES  
 ANGULAR POSITION (DEG)



APPENDIX E

RESULTS OF CHI SQUARE TEST FOR UH-1 DATA

There are ten tables presented in this appendix. To make it easier to find a particular table, the order of tables is explained here. They are the Chi Square results for: crosstrack position, altitude, crosstrack velocity, along-track velocity, vertical velocity, groundspeed, along path speed, angular error, altitude error, and angular position (deg).

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1  
PARAMETER EVALUATED: CROSSTRACK POSITION  
TOTAL POINTS: 285

0 %	>= Pr{X2>CHSQ}	<	5 %	: 183
5 %	>= Pr{X2>CHSQ}	<	10 %	: 24
10 %	>= Pr{X2>CHSQ}	<	15 %	: 12
15 %	>= Pr{X2>CHSQ}	<	20 %	: 6
20 %	>= Pr{X2>CHSQ}	<	25 %	: 9
25 %	>= Pr{X2>CHSQ}	<	30 %	: 3
30 %	>= Pr{X2>CHSQ}	<	35 %	: 5
35 %	>= Pr{X2>CHSQ}	<	40 %	: 1
40 %	>= Pr{X2>CHSQ}	<	45 %	: 6
45 %	>= Pr{X2>CHSQ}	<	50 %	: 3
50 %	>= Pr{X2>CHSQ}	<	55 %	: 3
55 %	>= Pr{X2>CHSQ}	<	60 %	: 8
60 %	>= Pr{X2>CHSQ}	<	65 %	: 0
65 %	>= Pr{X2>CHSQ}	<	70 %	: 1
70 %	>= Pr{X2>CHSQ}	<	75 %	: 5
75 %	>= Pr{X2>CHSQ}	<	80 %	: 3
80 %	>= Pr{X2>CHSQ}	<	85 %	: 6
85 %	>= Pr{X2>CHSQ}	<	90 %	: 0
90 %	>= Pr{X2>CHSQ}	<	95 %	: 6
95 %	>= Pr{X2>CHSQ}	<	100 %	: 0
	Pr{X2>CHSQ}	=	100 %	: 1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

33 POINTS  
11.58 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1  
PARAMETER EVALUATED: ALTITUDE  
TOTAL POINTS: 285

0 %	>= Pr{X2>CHSQ}	<	5 %:	189
5 %	>= Pr{X2>CHSQ}	<	10 %:	18
10 %	>= Pr{X2>CHSQ}	<	15 %:	9
15 %	>= Pr{X2>CHSQ}	<	20 %:	12
20 %	>= Pr{X2>CHSQ}	<	25 %:	9
25 %	>= Pr{X2>CHSQ}	<	30 %:	7
30 %	>= Pr{X2>CHSQ}	<	35 %:	5
35 %	>= Pr{X2>CHSQ}	<	40 %:	7
40 %	>= Pr{X2>CHSQ}	<	45 %:	4
45 %	>= Pr{X2>CHSQ}	<	50 %:	10
50 %	>= Pr{X2>CHSQ}	<	55 %:	0
55 %	>= Pr{X2>CHSQ}	<	60 %:	5
60 %	>= Pr{X2>CHSQ}	<	65 %:	2
65 %	>= Pr{X2>CHSQ}	<	70 %:	3
70 %	>= Pr{X2>CHSQ}	<	75 %:	3
75 %	>= Pr{X2>CHSQ}	<	80 %:	1
80 %	>= Pr{X2>CHSQ}	<	85 %:	0
85 %	>= Pr{X2>CHSQ}	<	90 %:	0
90 %	>= Pr{X2>CHSQ}	<	95 %:	0
95 %	>= Pr{X2>CHSQ}	<	100 %:	1
	Pr{X2>CHSQ}	=	100 %:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

15 POINTS  
5.26 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1  
PARAMETER EVALUATED: CROSSTRACK VELOCITY  
TOTAL POINTS: 285

0 %	>= Pr{X2>CHSQ}	<	5 %	: 194
5 %	>= Pr{X2>CHSQ}	<	10 %	: 25
10 %	>= Pr{X2>CHSQ}	<	15 %	: 6
15 %	>= Pr{X2>CHSQ}	<	20 %	: 10
20 %	>= Pr{X2>CHSQ}	<	25 %	: 9
25 %	>= Pr{X2>CHSQ}	<	30 %	: 4
30 %	>= Pr{X2>CHSQ}	<	35 %	: 7
35 %	>= Pr{X2>CHSQ}	<	40 %	: 5
40 %	>= Pr{X2>CHSQ}	<	45 %	: 5
45 %	>= Pr{X2>CHSQ}	<	50 %	: 2
50 %	>= Pr{X2>CHSQ}	<	55 %	: 1
55 %	>= Pr{X2>CHSQ}	<	60 %	: 2
60 %	>= Pr{X2>CHSQ}	<	65 %	: 3
65 %	>= Pr{X2>CHSQ}	<	70 %	: 7
70 %	>= Pr{X2>CHSQ}	<	75 %	: 0
75 %	>= Pr{X2>CHSQ}	<	80 %	: 1
80 %	>= Pr{X2>CHSQ}	<	85 %	: 2
85 %	>= Pr{X2>CHSQ}	<	90 %	: 0
90 %	>= Pr{X2>CHSQ}	<	95 %	: 0
95 %	>= Pr{X2>CHSQ}	<	100 %	: 2
	Pr{X2>CHSQ}	=	100 %	: 0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

18 POINTS  
6.32 % OF TOTAL POINTS



CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1  
PARAMETER EVALUATED: ALONGTRACK VELOCITY  
TOTAL POINTS: 285

0 %	>= Pr{X2>CHSQ}	<	5 %	: 194
5 %	>= Pr{X2>CHSQ}	<	10 %	: 15
10 %	>= Pr{X2>CHSQ}	<	15 %	: 11
15 %	>= Pr{X2>CHSQ}	<	20 %	: 12
20 %	>= Pr{X2>CHSQ}	<	25 %	: 11
25 %	>= Pr{X2>CHSQ}	<	30 %	: 11
30 %	>= Pr{X2>CHSQ}	<	35 %	: 5
35 %	>= Pr{X2>CHSQ}	<	40 %	: 2
40 %	>= Pr{X2>CHSQ}	<	45 %	: 7
45 %	>= Pr{X2>CHSQ}	<	50 %	: 5
50 %	>= Pr{X2>CHSQ}	<	55 %	: 2
55 %	>= Pr{X2>CHSQ}	<	60 %	: 5
60 %	>= Pr{X2>CHSQ}	<	65 %	: 0
65 %	>= Pr{X2>CHSQ}	<	70 %	: 3
70 %	>= Pr{X2>CHSQ}	<	75 %	: 0
75 %	>= Pr{X2>CHSQ}	<	80 %	: 0
80 %	>= Pr{X2>CHSQ}	<	85 %	: 2
85 %	>= Pr{X2>CHSQ}	<	90 %	: 0
90 %	>= Pr{X2>CHSQ}	<	95 %	: 0
95 %	>= Pr{X2>CHSQ}	<	100 %	: 0
	Pr{X2>CHSQ}	=	100 %	: 0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

12 POINTS  
4.21 % OF TOTAL POINTS

# CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1  
 PARAMETER EVALUATED: VERTICAL VELOCITY  
 TOTAL POINTS: 285

0 %	>=	Pr{X2>CHSQ}	<	5 %:	188
5 %	>=	Pr{X2>CHSQ}	<	10 %:	22
10 %	>=	Pr{X2>CHSQ}	<	15 %:	14
15 %	>=	Pr{X2>CHSQ}	<	20 %:	9
20 %	>=	Pr{X2>CHSQ}	<	25 %:	14
25 %	>=	Pr{X2>CHSQ}	<	30 %:	6
30 %	>=	Pr{X2>CHSQ}	<	35 %:	7
35 %	>=	Pr{X2>CHSQ}	<	40 %:	5
40 %	>=	Pr{X2>CHSQ}	<	45 %:	3
45 %	>=	Pr{X2>CHSQ}	<	50 %:	3
50 %	>=	Pr{X2>CHSQ}	<	55 %:	5
55 %	>=	Pr{X2>CHSQ}	<	60 %:	4
60 %	>=	Pr{X2>CHSQ}	<	65 %:	2
65 %	>=	Pr{X2>CHSQ}	<	70 %:	2
70 %	>=	Pr{X2>CHSQ}	<	75 %:	0
75 %	>=	Pr{X2>CHSQ}	<	80 %:	0
80 %	>=	Pr{X2>CHSQ}	<	85 %:	0
85 %	>=	Pr{X2>CHSQ}	<	90 %:	0
90 %	>=	Pr{X2>CHSQ}	<	95 %:	0
95 %	>=	Pr{X2>CHSQ}	<	100 %:	0
		Pr{X2>CHSQ}	=	100 %:	1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

14 POINTS  
 4.91 % OF TOTAL POINTS

# CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1  
 PARAMETER EVALUATED: GROUNDSPED  
 TOTAL POINTS: 285

0 %	>= Pr{X2>CHSQ}	<	5 %:	190
5 %	>= Pr{X2>CHSQ}	<	10 %:	14
10 %	>= Pr{X2>CHSQ}	<	15 %:	11
15 %	>= Pr{X2>CHSQ}	<	20 %:	15
20 %	>= Pr{X2>CHSQ}	<	25 %:	12
25 %	>= Pr{X2>CHSQ}	<	30 %:	4
30 %	>= Pr{X2>CHSQ}	<	35 %:	1
35 %	>= Pr{X2>CHSQ}	<	40 %:	3
40 %	>= Pr{X2>CHSQ}	<	45 %:	11
45 %	>= Pr{X2>CHSQ}	<	50 %:	5
50 %	>= Pr{X2>CHSQ}	<	55 %:	0
55 %	>= Pr{X2>CHSQ}	<	60 %:	4
60 %	>= Pr{X2>CHSQ}	<	65 %:	2
65 %	>= Pr{X2>CHSQ}	<	70 %:	7
70 %	>= Pr{X2>CHSQ}	<	75 %:	1
75 %	>= Pr{X2>CHSQ}	<	80 %:	1
80 %	>= Pr{X2>CHSQ}	<	85 %:	2
85 %	>= Pr{X2>CHSQ}	<	90 %:	0
90 %	>= Pr{X2>CHSQ}	<	95 %:	2
95 %	>= Pr{X2>CHSQ}	<	100 %:	0
	Pr{X2>CHSQ}	=	100 %:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

19 POINTS  
 6.67 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1  
PARAMETER EVALUATED: ALONGPATH SPEED  
TOTAL POINTS: 285

0 %	>=	Pr{X2>CHSQ}	<	5 %	:	190
5 %	>=	Pr{X2>CHSQ}	<	10 %	:	20
10 %	>=	Pr{X2>CHSQ}	<	15 %	:	10
15 %	>=	Pr{X2>CHSQ}	<	20 %	:	15
20 %	>=	Pr{X2>CHSQ}	<	25 %	:	6
25 %	>=	Pr{X2>CHSQ}	<	30 %	:	5
30 %	>=	Pr{X2>CHSQ}	<	35 %	:	5
35 %	>=	Pr{X2>CHSQ}	<	40 %	:	6
40 %	>=	Pr{X2>CHSQ}	<	45 %	:	8
45 %	>=	Pr{X2>CHSQ}	<	50 %	:	4
50 %	>=	Pr{X2>CHSQ}	<	55 %	:	2
55 %	>=	Pr{X2>CHSQ}	<	60 %	:	4
60 %	>=	Pr{X2>CHSQ}	<	65 %	:	0
65 %	>=	Pr{X2>CHSQ}	<	70 %	:	1
70 %	>=	Pr{X2>CHSQ}	<	75 %	:	3
75 %	>=	Pr{X2>CHSQ}	<	80 %	:	2
80 %	>=	Pr{X2>CHSQ}	<	85 %	:	3
85 %	>=	Pr{X2>CHSQ}	<	90 %	:	0
90 %	>=	Pr{X2>CHSQ}	<	95 %	:	1
95 %	>=	Pr{X2>CHSQ}	<	100 %	:	0
		Pr{X2>CHSQ}	=	100 %	:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

16 POINTS  
5.61 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1  
PARAMETER EVALUATED: ANGULAR ERROR  
TOTAL POINTS: 277

0 %	>=	Pr{X2>CHSQ}	<	5 %:	182
5 %	>=	Pr{X2>CHSQ}	<	10 %:	16
10 %	>=	Pr{X2>CHSQ}	<	15 %:	8
15 %	>=	Pr{X2>CHSQ}	<	20 %:	15
20 %	>=	Pr{X2>CHSQ}	<	25 %:	12
25 %	>=	Pr{X2>CHSQ}	<	30 %:	9
30 %	>=	Pr{X2>CHSQ}	<	35 %:	4
35 %	>=	Pr{X2>CHSQ}	<	40 %:	5
40 %	>=	Pr{X2>CHSQ}	<	45 %:	4
45 %	>=	Pr{X2>CHSQ}	<	50 %:	10
50 %	>=	Pr{X2>CHSQ}	<	55 %:	0
55 %	>=	Pr{X2>CHSQ}	<	60 %:	3
60 %	>=	Pr{X2>CHSQ}	<	65 %:	1
65 %	>=	Pr{X2>CHSQ}	<	70 %:	4
70 %	>=	Pr{X2>CHSQ}	<	75 %:	2
75 %	>=	Pr{X2>CHSQ}	<	80 %:	1
80 %	>=	Pr{X2>CHSQ}	<	85 %:	0
85 %	>=	Pr{X2>CHSQ}	<	90 %:	0
90 %	>=	Pr{X2>CHSQ}	<	95 %:	0
95 %	>=	Pr{X2>CHSQ}	<	100 %:	1
		Pr{X2>CHSQ}	=	100 %:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

12 POINTS  
4.33 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1  
PARAMETER EVALUATED: ALTITUDE ERROR  
TOTAL POINTS: 285

0 %	>=	Pr{X2>CHSQ}	<	5 %:	189
5 %	>=	Pr{X2>CHSQ}	<	10 %:	17
10 %	>=	Pr{X2>CHSQ}	<	15 %:	9
15 %	>=	Pr{X2>CHSQ}	<	20 %:	13
20 %	>=	Pr{X2>CHSQ}	<	25 %:	9
25 %	>=	Pr{X2>CHSQ}	<	30 %:	7
30 %	>=	Pr{X2>CHSQ}	<	35 %:	5
35 %	>=	Pr{X2>CHSQ}	<	40 %:	7
40 %	>=	Pr{X2>CHSQ}	<	45 %:	4
45 %	>=	Pr{X2>CHSQ}	<	50 %:	10
50 %	>=	Pr{X2>CHSQ}	<	55 %:	0
55 %	>=	Pr{X2>CHSQ}	<	60 %:	6
60 %	>=	Pr{X2>CHSQ}	<	65 %:	2
65 %	>=	Pr{X2>CHSQ}	<	70 %:	3
70 %	>=	Pr{X2>CHSQ}	<	75 %:	2
75 %	>=	Pr{X2>CHSQ}	<	80 %:	1
80 %	>=	Pr{X2>CHSQ}	<	85 %:	0
85 %	>=	Pr{X2>CHSQ}	<	90 %:	0
90 %	>=	Pr{X2>CHSQ}	<	95 %:	0
95 %	>=	Pr{X2>CHSQ}	<	100 %:	1
		Pr{X2>CHSQ}	=	100 %:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

15 POINTS  
5.26 % OF TOTAL POINTS

# CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1  
 PARAMETER EVALUATED: ANGULAR POSITION  
 TOTAL POINTS: 277

0 %	>= Pr{X2>CHSQ}	<	5 %:	182
5 %	>= Pr{X2>CHSQ}	<	10 %:	16
10 %	>= Pr{X2>CHSQ}	<	15 %:	8
15 %	>= Pr{X2>CHSQ}	<	20 %:	15
20 %	>= Pr{X2>CHSQ}	<	25 %:	12
25 %	>= Pr{X2>CHSQ}	<	30 %:	9
30 %	>= Pr{X2>CHSQ}	<	35 %:	4
35 %	>= Pr{X2>CHSQ}	<	40 %:	5
40 %	>= Pr{X2>CHSQ}	<	45 %:	3
45 %	>= Pr{X2>CHSQ}	<	50 %:	10
50 %	>= Pr{X2>CHSQ}	<	55 %:	0
55 %	>= Pr{X2>CHSQ}	<	60 %:	3
60 %	>= Pr{X2>CHSQ}	<	65 %:	1
65 %	>= Pr{X2>CHSQ}	<	70 %:	5
70 %	>= Pr{X2>CHSQ}	<	75 %:	2
75 %	>= Pr{X2>CHSQ}	<	80 %:	1
80 %	>= Pr{X2>CHSQ}	<	85 %:	0
85 %	>= Pr{X2>CHSQ}	<	90 %:	0
90 %	>= Pr{X2>CHSQ}	<	95 %:	0
95 %	>= Pr{X2>CHSQ}	<	100 %:	1
	Pr{X2>CHSQ}	=	100 %:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

13 POINTS  
 4.69 % OF TOTAL POINTS

APPENDIX F

RESULTS OF CHI SQUARE TEST FOR S-76 DATA



There are ten tables presented in this appendix. To make it easier to find a particular table, the order of tables is explained here. They are the Chi Square results for: crosstrack position, altitude, crosstrack velocity, along-track velocity, vertical velocity, groundspeed, along path speed, angular error, altitude error, and angular position.

# CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76  
 PARAMETER EVALUATED: CROSSTRACK POSITION  
 TOTAL POINTS: 262

0 %	>= Pr{X2>CHSQ}	<	5 %:	159
5 %	>= Pr{X2>CHSQ}	<	10 %:	39
10 %	>= Pr{X2>CHSQ}	<	15 %:	9
15 %	>= Pr{X2>CHSQ}	<	20 %:	20
20 %	>= Pr{X2>CHSQ}	<	25 %:	9
25 %	>= Pr{X2>CHSQ}	<	30 %:	12
30 %	>= Pr{X2>CHSQ}	<	35 %:	2
35 %	>= Pr{X2>CHSQ}	<	40 %:	3
40 %	>= Pr{X2>CHSQ}	<	45 %:	2
45 %	>= Pr{X2>CHSQ}	<	50 %:	1
50 %	>= Pr{X2>CHSQ}	<	55 %:	3
55 %	>= Pr{X2>CHSQ}	<	60 %:	3
60 %	>= Pr{X2>CHSQ}	<	65 %:	0
65 %	>= Pr{X2>CHSQ}	<	70 %:	0
70 %	>= Pr{X2>CHSQ}	<	75 %:	0
75 %	>= Pr{X2>CHSQ}	<	80 %:	0
80 %	>= Pr{X2>CHSQ}	<	85 %:	0
85 %	>= Pr{X2>CHSQ}	<	90 %:	0
90 %	>= Pr{X2>CHSQ}	<	95 %:	0
95 %	>= Pr{X2>CHSQ}	<	100 %:	0
	Pr{X2>CHSQ}	=	100 %:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

6 POINTS  
 2.29 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76  
PARAMETER EVALUATED: ALTITUDE  
TOTAL POINTS: 262

0 %	>=	Pr{X2>CHSQ}	<	5 %	: 150
5 %	>=	Pr{X2>CHSQ}	<	10 %	: 30
10 %	>=	Pr{X2>CHSQ}	<	15 %	: 29
15 %	>=	Pr{X2>CHSQ}	<	20 %	: 27
20 %	>=	Pr{X2>CHSQ}	<	25 %	: 6
25 %	>=	Pr{X2>CHSQ}	<	30 %	: 11
30 %	>=	Pr{X2>CHSQ}	<	35 %	: 6
35 %	>=	Pr{X2>CHSQ}	<	40 %	: 0
40 %	>=	Pr{X2>CHSQ}	<	45 %	: 0
45 %	>=	Pr{X2>CHSQ}	<	50 %	: 0
50 %	>=	Pr{X2>CHSQ}	<	55 %	: 2
55 %	>=	Pr{X2>CHSQ}	<	60 %	: 0
60 %	>=	Pr{X2>CHSQ}	<	65 %	: 0
65 %	>=	Pr{X2>CHSQ}	<	70 %	: 1
70 %	>=	Pr{X2>CHSQ}	<	75 %	: 0
75 %	>=	Pr{X2>CHSQ}	<	80 %	: 0
80 %	>=	Pr{X2>CHSQ}	<	85 %	: 0
85 %	>=	Pr{X2>CHSQ}	<	90 %	: 0
90 %	>=	Pr{X2>CHSQ}	<	95 %	: 0
95 %	>=	Pr{X2>CHSQ}	<	100 %	: 0
		Pr{X2>CHSQ}	=	100 %	: 0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

3 POINTS  
1.15 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76  
PARAMETER EVALUATED: CROSSTRACK VELOCITY  
TOTAL POINTS: 262

0 %	>= Pr{X2>CHSQ}	<	5 %	: 127
5 %	>= Pr{X2>CHSQ}	<	10 %	: 24
10 %	>= Pr{X2>CHSQ}	<	15 %	: 23
15 %	>= Pr{X2>CHSQ}	<	20 %	: 11
20 %	>= Pr{X2>CHSQ}	<	25 %	: 7
25 %	>= Pr{X2>CHSQ}	<	30 %	: 13
30 %	>= Pr{X2>CHSQ}	<	35 %	: 17
35 %	>= Pr{X2>CHSQ}	<	40 %	: 8
40 %	>= Pr{X2>CHSQ}	<	45 %	: 2
45 %	>= Pr{X2>CHSQ}	<	50 %	: 8
50 %	>= Pr{X2>CHSQ}	<	55 %	: 0
55 %	>= Pr{X2>CHSQ}	<	60 %	: 10
60 %	>= Pr{X2>CHSQ}	<	65 %	: 0
65 %	>= Pr{X2>CHSQ}	<	70 %	: 3
70 %	>= Pr{X2>CHSQ}	<	75 %	: 2
75 %	>= Pr{X2>CHSQ}	<	80 %	: 0
80 %	>= Pr{X2>CHSQ}	<	85 %	: 4
85 %	>= Pr{X2>CHSQ}	<	90 %	: 0
90 %	>= Pr{X2>CHSQ}	<	95 %	: 3
95 %	>= Pr{X2>CHSQ}	<	100 %	: 0
	Pr{X2>CHSQ}	=	100 %	: 0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

22 POINTS  
8.40 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76  
PARAMETER EVALUATED: ALONGTRACK VELOCITY  
TOTAL POINTS: 262

0 %	>=	Pr{X2>CHSQ}	<	5 %:	149
5 %	>=	Pr{X2>CHSQ}	<	10 %:	44
10 %	>=	Pr{X2>CHSQ}	<	15 %:	23
15 %	>=	Pr{X2>CHSQ}	<	20 %:	20
20 %	>=	Pr{X2>CHSQ}	<	25 %:	4
25 %	>=	Pr{X2>CHSQ}	<	30 %:	7
30 %	>=	Pr{X2>CHSQ}	<	35 %:	8
35 %	>=	Pr{X2>CHSQ}	<	40 %:	4
40 %	>=	Pr{X2>CHSQ}	<	45 %:	1
45 %	>=	Pr{X2>CHSQ}	<	50 %:	2
50 %	>=	Pr{X2>CHSQ}	<	55 %:	0
55 %	>=	Pr{X2>CHSQ}	<	60 %:	0
60 %	>=	Pr{X2>CHSQ}	<	65 %:	0
65 %	>=	Pr{X2>CHSQ}	<	70 %:	0
70 %	>=	Pr{X2>CHSQ}	<	75 %:	0
75 %	>=	Pr{X2>CHSQ}	<	80 %:	0
80 %	>=	Pr{X2>CHSQ}	<	85 %:	0
85 %	>=	Pr{X2>CHSQ}	<	90 %:	0
90 %	>=	Pr{X2>CHSQ}	<	95 %:	0
95 %	>=	Pr{X2>CHSQ}	<	100 %:	0
		Pr{X2>CHSQ}	=	100 %:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

0 POINTS  
0 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76  
PARAMETER EVALUATED: VERTICAL VELOCITY  
TOTAL POINTS: 262

0 %	>=	Pr{X2>CHSQ}	<	5 %:	142
5 %	>=	Pr{X2>CHSQ}	<	10 %:	27
10 %	>=	Pr{X2>CHSQ}	<	15 %:	20
15 %	>=	Pr{X2>CHSQ}	<	20 %:	8
20 %	>=	Pr{X2>CHSQ}	<	25 %:	11
25 %	>=	Pr{X2>CHSQ}	<	30 %:	14
30 %	>=	Pr{X2>CHSQ}	<	35 %:	21
35 %	>=	Pr{X2>CHSQ}	<	40 %:	5
40 %	>=	Pr{X2>CHSQ}	<	45 %:	0
45 %	>=	Pr{X2>CHSQ}	<	50 %:	5
50 %	>=	Pr{X2>CHSQ}	<	55 %:	1
55 %	>=	Pr{X2>CHSQ}	<	60 %:	5
60 %	>=	Pr{X2>CHSQ}	<	65 %:	0
65 %	>=	Pr{X2>CHSQ}	<	70 %:	2
70 %	>=	Pr{X2>CHSQ}	<	75 %:	0
75 %	>=	Pr{X2>CHSQ}	<	80 %:	0
80 %	>=	Pr{X2>CHSQ}	<	85 %:	1
85 %	>=	Pr{X2>CHSQ}	<	90 %:	0
90 %	>=	Pr{X2>CHSQ}	<	95 %:	0
95 %	>=	Pr{X2>CHSQ}	<	100 %:	0
		Pr{X2>CHSQ}	=	100 %:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

9 POINTS  
3.44 % OF TOTAL POINTS

# CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76  
 PARAMETER EVALUATED: GROUND SPEED  
 TOTAL POINTS: 262

0 %	>= Pr{X2>CHSQ}	<	5 %:	153
5 %	>= Pr{X2>CHSQ}	<	10 %:	31
10 %	>= Pr{X2>CHSQ}	<	15 %:	11
15 %	>= Pr{X2>CHSQ}	<	20 %:	13
20 %	>= Pr{X2>CHSQ}	<	25 %:	8
25 %	>= Pr{X2>CHSQ}	<	30 %:	10
30 %	>= Pr{X2>CHSQ}	<	35 %:	13
35 %	>= Pr{X2>CHSQ}	<	40 %:	3
40 %	>= Pr{X2>CHSQ}	<	45 %:	0
45 %	>= Pr{X2>CHSQ}	<	50 %:	5
50 %	>= Pr{X2>CHSQ}	<	55 %:	0
55 %	>= Pr{X2>CHSQ}	<	60 %:	6
60 %	>= Pr{X2>CHSQ}	<	65 %:	0
65 %	>= Pr{X2>CHSQ}	<	70 %:	4
70 %	>= Pr{X2>CHSQ}	<	75 %:	2
75 %	>= Pr{X2>CHSQ}	<	80 %:	0
80 %	>= Pr{X2>CHSQ}	<	85 %:	1
85 %	>= Pr{X2>CHSQ}	<	90 %:	0
90 %	>= Pr{X2>CHSQ}	<	95 %:	2
95 %	>= Pr{X2>CHSQ}	<	100 %:	0
	Pr{X2>CHSQ}	=	100 %:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

15 POINTS  
 5.73 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76  
PARAMETER EVALUATED: ALONGPATH SPEED  
TOTAL POINTS: 262

0 %	>=	Pr{X2>CHSQ}	<	5 %:	149
5 %	>=	Pr{X2>CHSQ}	<	10 %:	32
10 %	>=	Pr{X2>CHSQ}	<	15 %:	16
15 %	>=	Pr{X2>CHSQ}	<	20 %:	18
20 %	>=	Pr{X2>CHSQ}	<	25 %:	4
25 %	>=	Pr{X2>CHSQ}	<	30 %:	9
30 %	>=	Pr{X2>CHSQ}	<	35 %:	10
35 %	>=	Pr{X2>CHSQ}	<	40 %:	3
40 %	>=	Pr{X2>CHSQ}	<	45 %:	1
45 %	>=	Pr{X2>CHSQ}	<	50 %:	6
50 %	>=	Pr{X2>CHSQ}	<	55 %:	0
55 %	>=	Pr{X2>CHSQ}	<	60 %:	8
60 %	>=	Pr{X2>CHSQ}	<	65 %:	0
65 %	>=	Pr{X2>CHSQ}	<	70 %:	4
70 %	>=	Pr{X2>CHSQ}	<	75 %:	1
75 %	>=	Pr{X2>CHSQ}	<	80 %:	0
80 %	>=	Pr{X2>CHSQ}	<	85 %:	0
85 %	>=	Pr{X2>CHSQ}	<	90 %:	0
90 %	>=	Pr{X2>CHSQ}	<	95 %:	1
95 %	>=	Pr{X2>CHSQ}	<	100 %:	0
		Pr{X2>CHSQ}	=	100 %:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

14 POINTS  
5.34 % OF TOTAL POINTS



CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76  
PARAMETER EVALUATED: ANGULAR ERROR  
TOTAL POINTS: 254

0 %	>=	Pr{X2>CHSQ}	<	5 %:	145
5 %	>=	Pr{X2>CHSQ}	<	10 %:	29
10 %	>=	Pr{X2>CHSQ}	<	15 %:	32
15 %	>=	Pr{X2>CHSQ}	<	20 %:	22
20 %	>=	Pr{X2>CHSQ}	<	25 %:	5
25 %	>=	Pr{X2>CHSQ}	<	30 %:	12
30 %	>=	Pr{X2>CHSQ}	<	35 %:	6
35 %	>=	Pr{X2>CHSQ}	<	40 %:	1
40 %	>=	Pr{X2>CHSQ}	<	45 %:	0
45 %	>=	Pr{X2>CHSQ}	<	50 %:	0
50 %	>=	Pr{X2>CHSQ}	<	55 %:	1
55 %	>=	Pr{X2>CHSQ}	<	60 %:	0
60 %	>=	Pr{X2>CHSQ}	<	65 %:	0
65 %	>=	Pr{X2>CHSQ}	<	70 %:	1
70 %	>=	Pr{X2>CHSQ}	<	75 %:	0
75 %	>=	Pr{X2>CHSQ}	<	80 %:	0
80 %	>=	Pr{X2>CHSQ}	<	85 %:	0
85 %	>=	Pr{X2>CHSQ}	<	90 %:	0
90 %	>=	Pr{X2>CHSQ}	<	95 %:	0
95 %	>=	Pr{X2>CHSQ}	<	100 %:	0
		Pr{X2>CHSQ}	=	100 %:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

2 POINTS  
0.79 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76  
PARAMETER EVALUATED: ALTITUDE ERROR  
TOTAL POINTS: 262

0 %	>=	Pr{X2>CHSQ}	<	5 %	: 150
5 %	>=	Pr{X2>CHSQ}	<	10 %	: 29
10 %	>=	Pr{X2>CHSQ}	<	15 %	: 29
15 %	>=	Pr{X2>CHSQ}	<	20 %	: 28
20 %	>=	Pr{X2>CHSQ}	<	25 %	: 6
25 %	>=	Pr{X2>CHSQ}	<	30 %	: 11
30 %	>=	Pr{X2>CHSQ}	<	35 %	: 6
35 %	>=	Pr{X2>CHSQ}	<	40 %	: 0
40 %	>=	Pr{X2>CHSQ}	<	45 %	: 0
45 %	>=	Pr{X2>CHSQ}	<	50 %	: 0
50 %	>=	Pr{X2>CHSQ}	<	55 %	: 2
55 %	>=	Pr{X2>CHSQ}	<	60 %	: 0
60 %	>=	Pr{X2>CHSQ}	<	65 %	: 0
65 %	>=	Pr{X2>CHSQ}	<	70 %	: 1
70 %	>=	Pr{X2>CHSQ}	<	75 %	: 0
75 %	>=	Pr{X2>CHSQ}	<	80 %	: 0
80 %	>=	Pr{X2>CHSQ}	<	85 %	: 0
85 %	>=	Pr{X2>CHSQ}	<	90 %	: 0
90 %	>=	Pr{X2>CHSQ}	<	95 %	: 0
95 %	>=	Pr{X2>CHSQ}	<	100 %	: 0
		Pr{X2>CHSQ}	=	100 %	: 0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

3 POINTS  
1.15 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76  
PARAMETER EVALUATED: ANGULAR POSITION  
TOTAL POINTS: 254

0 %	>=	Pr{X2>CHSQ}	<	5 %	: 145
5 %	>=	Pr{X2>CHSQ}	<	10 %	: 29
10 %	>=	Pr{X2>CHSQ}	<	15 %	: 32
15 %	>=	Pr{X2>CHSQ}	<	20 %	: 22
20 %	>=	Pr{X2>CHSQ}	<	25 %	: 5
25 %	>=	Pr{X2>CHSQ}	<	30 %	: 13
30 %	>=	Pr{X2>CHSQ}	<	35 %	: 6
35 %	>=	Pr{X2>CHSQ}	<	40 %	: 0
40 %	>=	Pr{X2>CHSQ}	<	45 %	: 0
45 %	>=	Pr{X2>CHSQ}	<	50 %	: 0
50 %	>=	Pr{X2>CHSQ}	<	55 %	: 1
55 %	>=	Pr{X2>CHSQ}	<	60 %	: 0
60 %	>=	Pr{X2>CHSQ}	<	65 %	: 0
65 %	>=	Pr{X2>CHSQ}	<	70 %	: 1
70 %	>=	Pr{X2>CHSQ}	<	75 %	: 0
75 %	>=	Pr{X2>CHSQ}	<	80 %	: 0
80 %	>=	Pr{X2>CHSQ}	<	85 %	: 0
85 %	>=	Pr{X2>CHSQ}	<	90 %	: 0
90 %	>=	Pr{X2>CHSQ}	<	95 %	: 0
95 %	>=	Pr{X2>CHSQ}	<	100 %	: 0
		Pr{X2>CHSQ}	=	100 %	: 0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

2 POINTS  
0.79 % OF TOTAL POINTS

APPENDIX G

RESULTS OF CHI SQUARE TEST FOR OH-6 DATA

There are ten tables presented in this appendix. To make it easier to find a particular table, the order of tables is explained here. They are the Chi Square results for: crosstrack position, altitude, crosstrack velocity, along-track velocity, vertical velocity, groundspeed, along path speed, angular error, altitude error, and angular position.

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6  
PARAMETER EVALUATED: CROSSTRACK POSITION  
TOTAL POINTS: 255

0 %	>=	Pr{X2>CHSQ}	<	5 %:	185
5 %	>=	Pr{X2>CHSQ}	<	10 %:	15
10 %	>=	Pr{X2>CHSQ}	<	15 %:	18
15 %	>=	Pr{X2>CHSQ}	<	20 %:	7
20 %	>=	Pr{X2>CHSQ}	<	25 %:	14
25 %	>=	Pr{X2>CHSQ}	<	30 %:	0
30 %	>=	Pr{X2>CHSQ}	<	35 %:	5
35 %	>=	Pr{X2>CHSQ}	<	40 %:	0
40 %	>=	Pr{X2>CHSQ}	<	45 %:	0
45 %	>=	Pr{X2>CHSQ}	<	50 %:	9
50 %	>=	Pr{X2>CHSQ}	<	55 %:	0
55 %	>=	Pr{X2>CHSQ}	<	60 %:	0
60 %	>=	Pr{X2>CHSQ}	<	65 %:	0
65 %	>=	Pr{X2>CHSQ}	<	70 %:	0
70 %	>=	Pr{X2>CHSQ}	<	75 %:	0
75 %	>=	Pr{X2>CHSQ}	<	80 %:	0
80 %	>=	Pr{X2>CHSQ}	<	85 %:	0
85 %	>=	Pr{X2>CHSQ}	<	90 %:	0
90 %	>=	Pr{X2>CHSQ}	<	95 %:	0
95 %	>=	Pr{X2>CHSQ}	<	100 %:	0
		Pr{X2>CHSQ}	=	100 %:	2

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

2 POINTS  
0.78 % OF TOTAL POINTS

# CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6  
 PARAMETER EVALUATED: ALTITUDE  
 TOTAL POINTS: 255

0 %	>=	Pr{X2>CHSQ}	<	5 %	:	185
5 %	>=	Pr{X2>CHSQ}	<	10 %	:	26
10 %	>=	Pr{X2>CHSQ}	<	15 %	:	8
15 %	>=	Pr{X2>CHSQ}	<	20 %	:	9
20 %	>=	Pr{X2>CHSQ}	<	25 %	:	13
25 %	>=	Pr{X2>CHSQ}	<	30 %	:	0
30 %	>=	Pr{X2>CHSQ}	<	35 %	:	4
35 %	>=	Pr{X2>CHSQ}	<	40 %	:	0
40 %	>=	Pr{X2>CHSQ}	<	45 %	:	0
45 %	>=	Pr{X2>CHSQ}	<	50 %	:	9
50 %	>=	Pr{X2>CHSQ}	<	55 %	:	0
55 %	>=	Pr{X2>CHSQ}	<	60 %	:	0
60 %	>=	Pr{X2>CHSQ}	<	65 %	:	0
65 %	>=	Pr{X2>CHSQ}	<	70 %	:	0
70 %	>=	Pr{X2>CHSQ}	<	75 %	:	0
75 %	>=	Pr{X2>CHSQ}	<	80 %	:	0
80 %	>=	Pr{X2>CHSQ}	<	85 %	:	0
85 %	>=	Pr{X2>CHSQ}	<	90 %	:	0
90 %	>=	Pr{X2>CHSQ}	<	95 %	:	0
95 %	>=	Pr{X2>CHSQ}	<	100 %	:	0
		Pr{X2>CHSQ}	=	100 %	:	1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

1 POINTS  
 0.39 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6  
PARAMETER EVALUATED: CROSSTRACK VELOCITY  
TOTAL POINTS: 255

0 %	>=	Pr{X2>CHSQ}	<	5 %	:	178
5 %	>=	Pr{X2>CHSQ}	<	10 %	:	23
10 %	>=	Pr{X2>CHSQ}	<	15 %	:	11
15 %	>=	Pr{X2>CHSQ}	<	20 %	:	6
20 %	>=	Pr{X2>CHSQ}	<	25 %	:	21
25 %	>=	Pr{X2>CHSQ}	<	30 %	:	0
30 %	>=	Pr{X2>CHSQ}	<	35 %	:	3
35 %	>=	Pr{X2>CHSQ}	<	40 %	:	0
40 %	>=	Pr{X2>CHSQ}	<	45 %	:	0
45 %	>=	Pr{X2>CHSQ}	<	50 %	:	12
50 %	>=	Pr{X2>CHSQ}	<	55 %	:	0
55 %	>=	Pr{X2>CHSQ}	<	60 %	:	0
60 %	>=	Pr{X2>CHSQ}	<	65 %	:	0
65 %	>=	Pr{X2>CHSQ}	<	70 %	:	0
70 %	>=	Pr{X2>CHSQ}	<	75 %	:	0
75 %	>=	Pr{X2>CHSQ}	<	80 %	:	0
80 %	>=	Pr{X2>CHSQ}	<	85 %	:	0
85 %	>=	Pr{X2>CHSQ}	<	90 %	:	0
90 %	>=	Pr{X2>CHSQ}	<	95 %	:	0
95 %	>=	Pr{X2>CHSQ}	<	100 %	:	0
		Pr{X2>CHSQ}	=	100 %	:	1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

1 POINTS  
0.39 % OF TOTAL POINTS



CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6  
PARAMETER EVALUATED: ALONGTRACK VELOCITY  
TOTAL POINTS: 255

0 %	>=	Pr{X2>CHSQ}	<	5 %:	179
5 %	>=	Pr{X2>CHSQ}	<	10 %:	24
10 %	>=	Pr{X2>CHSQ}	<	15 %:	7
15 %	>=	Pr{X2>CHSQ}	<	20 %:	2
20 %	>=	Pr{X2>CHSQ}	<	25 %:	17
25 %	>=	Pr{X2>CHSQ}	<	30 %:	0
30 %	>=	Pr{X2>CHSQ}	<	35 %:	8
35 %	>=	Pr{X2>CHSQ}	<	40 %:	0
40 %	>=	Pr{X2>CHSQ}	<	45 %:	0
45 %	>=	Pr{X2>CHSQ}	<	50 %:	18
50 %	>=	Pr{X2>CHSQ}	<	55 %:	0
55 %	>=	Pr{X2>CHSQ}	<	60 %:	0
60 %	>=	Pr{X2>CHSQ}	<	65 %:	0
65 %	>=	Pr{X2>CHSQ}	<	70 %:	0
70 %	>=	Pr{X2>CHSQ}	<	75 %:	0
75 %	>=	Pr{X2>CHSQ}	<	80 %:	0
80 %	>=	Pr{X2>CHSQ}	<	85 %:	0
85 %	>=	Pr{X2>CHSQ}	<	90 %:	0
90 %	>=	Pr{X2>CHSQ}	<	95 %:	0
95 %	>=	Pr{X2>CHSQ}	<	100 %:	0
		Pr{X2>CHSQ}	=	100 %:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

0 POINTS  
0 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6  
PARAMETER EVALUATED: VERTICAL VELOCITY  
TOTAL POINTS: 255

0 %	>= Pr{X2>CHSQ}	<	5 %:	179
5 %	>= Pr{X2>CHSQ}	<	10 %:	23
10 %	>= Pr{X2>CHSQ}	<	15 %:	9
15 %	>= Pr{X2>CHSQ}	<	20 %:	5
20 %	>= Pr{X2>CHSQ}	<	25 %:	21
25 %	>= Pr{X2>CHSQ}	<	30 %:	0
30 %	>= Pr{X2>CHSQ}	<	35 %:	4
35 %	>= Pr{X2>CHSQ}	<	40 %:	0
40 %	>= Pr{X2>CHSQ}	<	45 %:	0
45 %	>= Pr{X2>CHSQ}	<	50 %:	14
50 %	>= Pr{X2>CHSQ}	<	55 %:	0
55 %	>= Pr{X2>CHSQ}	<	60 %:	0
60 %	>= Pr{X2>CHSQ}	<	65 %:	0
65 %	>= Pr{X2>CHSQ}	<	70 %:	0
70 %	>= Pr{X2>CHSQ}	<	75 %:	0
75 %	>= Pr{X2>CHSQ}	<	80 %:	0
80 %	>= Pr{X2>CHSQ}	<	85 %:	0
85 %	>= Pr{X2>CHSQ}	<	90 %:	0
90 %	>= Pr{X2>CHSQ}	<	95 %:	0
95 %	>= Pr{X2>CHSQ}	<	100 %:	0
	Pr{X2>CHSQ}	=	100 %:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

0 POINTS  
0 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6  
PARAMETER EVALUATED: GROUND SPEED  
TOTAL POINTS: 255

0 %	>=	Pr{X2>CHSQ}	<	5 %	:	185
5 %	>=	Pr{X2>CHSQ}	<	10 %	:	22
10 %	>=	Pr{X2>CHSQ}	<	15 %	:	7
15 %	>=	Pr{X2>CHSQ}	<	20 %	:	7
20 %	>=	Pr{X2>CHSQ}	<	25 %	:	26
25 %	>=	Pr{X2>CHSQ}	<	30 %	:	0
30 %	>=	Pr{X2>CHSQ}	<	35 %	:	3
35 %	>=	Pr{X2>CHSQ}	<	40 %	:	0
40 %	>=	Pr{X2>CHSQ}	<	45 %	:	0
45 %	>=	Pr{X2>CHSQ}	<	50 %	:	5
50 %	>=	Pr{X2>CHSQ}	<	55 %	:	0
55 %	>=	Pr{X2>CHSQ}	<	60 %	:	0
60 %	>=	Pr{X2>CHSQ}	<	65 %	:	0
65 %	>=	Pr{X2>CHSQ}	<	70 %	:	0
70 %	>=	Pr{X2>CHSQ}	<	75 %	:	0
75 %	>=	Pr{X2>CHSQ}	<	80 %	:	0
80 %	>=	Pr{X2>CHSQ}	<	85 %	:	0
85 %	>=	Pr{X2>CHSQ}	<	90 %	:	0
90 %	>=	Pr{X2>CHSQ}	<	95 %	:	0
95 %	>=	Pr{X2>CHSQ}	<	100 %	:	0
		Pr{X2>CHSQ}	=	100 %	:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

0 POINTS  
0 % OF TOTAL POINTS

# CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6  
 PARAMETER EVALUATED: ALONGPATH SPEED  
 TOTAL POINTS: 255

0 %	>=	Pr{X2>CHSQ}	<	5 %:	182
5 %	>=	Pr{X2>CHSQ}	<	10 %:	23
10 %	>=	Pr{X2>CHSQ}	<	15 %:	9
15 %	>=	Pr{X2>CHSQ}	<	20 %:	5
20 %	>=	Pr{X2>CHSQ}	<	25 %:	24
25 %	>=	Pr{X2>CHSQ}	<	30 %:	0
30 %	>=	Pr{X2>CHSQ}	<	35 %:	2
35 %	>=	Pr{X2>CHSQ}	<	40 %:	0
40 %	>=	Pr{X2>CHSQ}	<	45 %:	0
45 %	>=	Pr{X2>CHSQ}	<	50 %:	10
50 %	>=	Pr{X2>CHSQ}	<	55 %:	0
55 %	>=	Pr{X2>CHSQ}	<	60 %:	0
60 %	>=	Pr{X2>CHSQ}	<	65 %:	0
65 %	>=	Pr{X2>CHSQ}	<	70 %:	0
70 %	>=	Pr{X2>CHSQ}	<	75 %:	0
75 %	>=	Pr{X2>CHSQ}	<	80 %:	0
80 %	>=	Pr{X2>CHSQ}	<	85 %:	0
85 %	>=	Pr{X2>CHSQ}	<	90 %:	0
90 %	>=	Pr{X2>CHSQ}	<	95 %:	0
95 %	>=	Pr{X2>CHSQ}	<	100 %:	0
		Pr{X2>CHSQ}	=	100 %:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

0 POINTS  
 0 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6  
PARAMETER EVALUATED: ANGULAR ERROR  
TOTAL POINTS: 247

0 %	>=	Pr{X2>CHSQ}	<	5 %	: 177
5 %	>=	Pr{X2>CHSQ}	<	10 %	: 27
10 %	>=	Pr{X2>CHSQ}	<	15 %	: 7
15 %	>=	Pr{X2>CHSQ}	<	20 %	: 8
20 %	>=	Pr{X2>CHSQ}	<	25 %	: 13
25 %	>=	Pr{X2>CHSQ}	<	30 %	: 0
30 %	>=	Pr{X2>CHSQ}	<	35 %	: 5
35 %	>=	Pr{X2>CHSQ}	<	40 %	: 0
40 %	>=	Pr{X2>CHSQ}	<	45 %	: 0
45 %	>=	Pr{X2>CHSQ}	<	50 %	: 9
50 %	>=	Pr{X2>CHSQ}	<	55 %	: 0
55 %	>=	Pr{X2>CHSQ}	<	60 %	: 0
60 %	>=	Pr{X2>CHSQ}	<	65 %	: 0
65 %	>=	Pr{X2>CHSQ}	<	70 %	: 0
70 %	>=	Pr{X2>CHSQ}	<	75 %	: 0
75 %	>=	Pr{X2>CHSQ}	<	80 %	: 0
80 %	>=	Pr{X2>CHSQ}	<	85 %	: 0
85 %	>=	Pr{X2>CHSQ}	<	90 %	: 0
90 %	>=	Pr{X2>CHSQ}	<	95 %	: 0
95 %	>=	Pr{X2>CHSQ}	<	100 %	: 0
		Pr{X2>CHSQ}	=	100 %	: 1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

1 POINTS  
0.4 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6  
PARAMETER EVALUATED: ALTITUDE ERROR  
TOTAL POINTS: 255

0 %	>=	Pr{X2>CHSQ}	<	5 %	:	185
5 %	>=	Pr{X2>CHSQ}	<	10 %	:	26
10 %	>=	Pr{X2>CHSQ}	<	15 %	:	8
15 %	>=	Pr{X2>CHSQ}	<	20 %	:	9
20 %	>=	Pr{X2>CHSQ}	<	25 %	:	13
25 %	>=	Pr{X2>CHSQ}	<	30 %	:	0
30 %	>=	Pr{X2>CHSQ}	<	35 %	:	4
35 %	>=	Pr{X2>CHSQ}	<	40 %	:	0
40 %	>=	Pr{X2>CHSQ}	<	45 %	:	0
45 %	>=	Pr{X2>CHSQ}	<	50 %	:	9
50 %	>=	Pr{X2>CHSQ}	<	55 %	:	0
55 %	>=	Pr{X2>CHSQ}	<	60 %	:	0
60 %	>=	Pr{X2>CHSQ}	<	65 %	:	0
65 %	>=	Pr{X2>CHSQ}	<	70 %	:	0
70 %	>=	Pr{X2>CHSQ}	<	75 %	:	0
75 %	>=	Pr{X2>CHSQ}	<	80 %	:	0
80 %	>=	Pr{X2>CHSQ}	<	85 %	:	0
85 %	>=	Pr{X2>CHSQ}	<	90 %	:	0
90 %	>=	Pr{X2>CHSQ}	<	95 %	:	0
95 %	>=	Pr{X2>CHSQ}	<	100 %	:	0
		Pr{X2>CHSQ}	=	100 %	:	1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

1 POINTS  
0.39 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6  
PARAMETER EVALUATED: ANGULAR POSITION  
TOTAL POINTS: 247

0 %	>=	Pr{X2>CHSQ}	<	5 %:	177
5 %	>=	Pr{X2>CHSQ}	<	10 %:	27
10 %	>=	Pr{X2>CHSQ}	<	15 %:	7
15 %	>=	Pr{X2>CHSQ}	<	20 %:	8
20 %	>=	Pr{X2>CHSQ}	<	25 %:	13
25 %	>=	Pr{X2>CHSQ}	<	30 %:	0
30 %	>=	Pr{X2>CHSQ}	<	35 %:	5
35 %	>=	Pr{X2>CHSQ}	<	40 %:	0
40 %	>=	Pr{X2>CHSQ}	<	45 %:	0
45 %	>=	Pr{X2>CHSQ}	<	50 %:	9
50 %	>=	Pr{X2>CHSQ}	<	55 %:	0
55 %	>=	Pr{X2>CHSQ}	<	60 %:	0
60 %	>=	Pr{X2>CHSQ}	<	65 %:	0
65 %	>=	Pr{X2>CHSQ}	<	70 %:	0
70 %	>=	Pr{X2>CHSQ}	<	75 %:	0
75 %	>=	Pr{X2>CHSQ}	<	80 %:	0
80 %	>=	Pr{X2>CHSQ}	<	85 %:	0
85 %	>=	Pr{X2>CHSQ}	<	90 %:	0
90 %	>=	Pr{X2>CHSQ}	<	95 %:	0
95 %	>=	Pr{X2>CHSQ}	<	100 %:	0
		Pr{X2>CHSQ}	=	100 %:	1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

1 POINTS  
0.40 % OF TOTAL POINTS

APPENDIX H

RESULTS OF CHI SQUARE TEST FOR ALL AIRCRAFT DATA



There are ten tables presented in this appendix. To make it easier to find a particular table, the order of tables is explained here. They are the Chi Square results for: crosstrack position, altitude, crosstrack velocity, along-track velocity, vertical velocity, groundspeed, along path speed, angular error, altitude error, and angular position.

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL  
PARAMETER EVALUATED: CROSSTRACK POSITION  
TOTAL POINTS: 802

0 %	>=	Pr{X2>CHSQ}	<	5 %	: 527
5 %	>=	Pr{X2>CHSQ}	<	10 %	: 78
10 %	>=	Pr{X2>CHSQ}	<	15 %	: 39
15 %	>=	Pr{X2>CHSQ}	<	20 %	: 33
20 %	>=	Pr{X2>CHSQ}	<	25 %	: 32
25 %	>=	Pr{X2>CHSQ}	<	30 %	: 15
30 %	>=	Pr{X2>CHSQ}	<	35 %	: 12
35 %	>=	Pr{X2>CHSQ}	<	40 %	: 4
40 %	>=	Pr{X2>CHSQ}	<	45 %	: 8
45 %	>=	Pr{X2>CHSQ}	<	50 %	: 13
50 %	>=	Pr{X2>CHSQ}	<	55 %	: 6
55 %	>=	Pr{X2>CHSQ}	<	60 %	: 11
60 %	>=	Pr{X2>CHSQ}	<	65 %	: 0
65 %	>=	Pr{X2>CHSQ}	<	70 %	: 1
70 %	>=	Pr{X2>CHSQ}	<	75 %	: 5
75 %	>=	Pr{X2>CHSQ}	<	80 %	: 3
80 %	>=	Pr{X2>CHSQ}	<	85 %	: 6
85 %	>=	Pr{X2>CHSQ}	<	90 %	: 0
90 %	>=	Pr{X2>CHSQ}	<	95 %	: 6
95 %	>=	Pr{X2>CHSQ}	<	100 %	: 0
		Pr{X2>CHSQ}	=	100 %	: 3

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

41 POINTS  
5.11 % OF TOTAL POINTS

# CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL  
 PARAMETER EVALUATED: ALTITUDE  
 TOTAL POINTS: 802

0 %	>=	Pr{X2>CHSQ}	<	5 %:	524
5 %	>=	Pr{X2>CHSQ}	<	10 %:	74
10 %	>=	Pr{X2>CHSQ}	<	15 %:	46
15 %	>=	Pr{X2>CHSQ}	<	20 %:	48
20 %	>=	Pr{X2>CHSQ}	<	25 %:	28
25 %	>=	Pr{X2>CHSQ}	<	30 %:	18
30 %	>=	Pr{X2>CHSQ}	<	35 %:	15
35 %	>=	Pr{X2>CHSQ}	<	40 %:	7
40 %	>=	Pr{X2>CHSQ}	<	45 %:	4
45 %	>=	Pr{X2>CHSQ}	<	50 %:	19
50 %	>=	Pr{X2>CHSQ}	<	55 %:	2
55 %	>=	Pr{X2>CHSQ}	<	60 %:	5
60 %	>=	Pr{X2>CHSQ}	<	65 %:	2
65 %	>=	Pr{X2>CHSQ}	<	70 %:	4
70 %	>=	Pr{X2>CHSQ}	<	75 %:	3
75 %	>=	Pr{X2>CHSQ}	<	80 %:	1
80 %	>=	Pr{X2>CHSQ}	<	85 %:	0
85 %	>=	Pr{X2>CHSQ}	<	90 %:	0
90 %	>=	Pr{X2>CHSQ}	<	95 %:	0
95 %	>=	Pr{X2>CHSQ}	<	100 %:	1
		Pr{X2>CHSQ}	=	100 %:	1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

19 POINTS  
 2.37 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL  
PARAMETER EVALUATED: CROSSTRACK VELOCITY  
TOTAL POINTS: 802

0 %	>=	Pr{X2>CHSQ}	<	5 %:	499
5 %	>=	Pr{X2>CHSQ}	<	10 %:	72
10 %	>=	Pr{X2>CHSQ}	<	15 %:	40
15 %	>=	Pr{X2>CHSQ}	<	20 %:	27
20 %	>=	Pr{X2>CHSQ}	<	25 %:	37
25 %	>=	Pr{X2>CHSQ}	<	30 %:	17
30 %	>=	Pr{X2>CHSQ}	<	35 %:	27
35 %	>=	Pr{X2>CHSQ}	<	40 %:	13
40 %	>=	Pr{X2>CHSQ}	<	45 %:	7
45 %	>=	Pr{X2>CHSQ}	<	50 %:	22
50 %	>=	Pr{X2>CHSQ}	<	55 %:	1
55 %	>=	Pr{X2>CHSQ}	<	60 %:	12
60 %	>=	Pr{X2>CHSQ}	<	65 %:	3
65 %	>=	Pr{X2>CHSQ}	<	70 %:	10
70 %	>=	Pr{X2>CHSQ}	<	75 %:	2
75 %	>=	Pr{X2>CHSQ}	<	80 %:	1
80 %	>=	Pr{X2>CHSQ}	<	85 %:	6
85 %	>=	Pr{X2>CHSQ}	<	90 %:	0
90 %	>=	Pr{X2>CHSQ}	<	95 %:	3
95 %	>=	Pr{X2>CHSQ}	<	100 %:	2
		Pr{X2>CHSQ}	=	100 %:	1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

41 POINTS  
5.11 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL  
PARAMETER EVALUATED: ALONGTRACK VELOCITY  
TOTAL POINTS: 802

0 %	>=	Pr{X2>CHSQ}	<	5 %	: 522
5 %	>=	Pr{X2>CHSQ}	<	10 %	: 83
10 %	>=	Pr{X2>CHSQ}	<	15 %	: 41
15 %	>=	Pr{X2>CHSQ}	<	20 %	: 34
20 %	>=	Pr{X2>CHSQ}	<	25 %	: 32
25 %	>=	Pr{X2>CHSQ}	<	30 %	: 18
30 %	>=	Pr{X2>CHSQ}	<	35 %	: 21
35 %	>=	Pr{X2>CHSQ}	<	40 %	: 6
40 %	>=	Pr{X2>CHSQ}	<	45 %	: 8
45 %	>=	Pr{X2>CHSQ}	<	50 %	: 25
50 %	>=	Pr{X2>CHSQ}	<	55 %	: 2
55 %	>=	Pr{X2>CHSQ}	<	60 %	: 5
60 %	>=	Pr{X2>CHSQ}	<	65 %	: 0
65 %	>=	Pr{X2>CHSQ}	<	70 %	: 3
70 %	>=	Pr{X2>CHSQ}	<	75 %	: 0
75 %	>=	Pr{X2>CHSQ}	<	80 %	: 0
80 %	>=	Pr{X2>CHSQ}	<	85 %	: 2
85 %	>=	Pr{X2>CHSQ}	<	90 %	: 0
90 %	>=	Pr{X2>CHSQ}	<	95 %	: 0
95 %	>=	Pr{X2>CHSQ}	<	100 %	: 0
		Pr{X2>CHSQ}	=	100 %	: 0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

12 POINTS  
1.50 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL  
PARAMETER EVALUATED: VERTICAL VELOCITY  
TOTAL POINTS: 802

0 %	>=	Pr{X2>CHSQ}	<	5 %	: 509
5 %	>=	Pr{X2>CHSQ}	<	10 %	: 72
10 %	>=	Pr{X2>CHSQ}	<	15 %	: 43
15 %	>=	Pr{X2>CHSQ}	<	20 %	: 22
20 %	>=	Pr{X2>CHSQ}	<	25 %	: 46
25 %	>=	Pr{X2>CHSQ}	<	30 %	: 20
30 %	>=	Pr{X2>CHSQ}	<	35 %	: 32
35 %	>=	Pr{X2>CHSQ}	<	40 %	: 10
40 %	>=	Pr{X2>CHSQ}	<	45 %	: 3
45 %	>=	Pr{X2>CHSQ}	<	50 %	: 22
50 %	>=	Pr{X2>CHSQ}	<	55 %	: 6
55 %	>=	Pr{X2>CHSQ}	<	60 %	: 9
60 %	>=	Pr{X2>CHSQ}	<	65 %	: 2
65 %	>=	Pr{X2>CHSQ}	<	70 %	: 4
70 %	>=	Pr{X2>CHSQ}	<	75 %	: 0
75 %	>=	Pr{X2>CHSQ}	<	80 %	: 0
80 %	>=	Pr{X2>CHSQ}	<	85 %	: 1
85 %	>=	Pr{X2>CHSQ}	<	90 %	: 0
90 %	>=	Pr{X2>CHSQ}	<	95 %	: 0
95 %	>=	Pr{X2>CHSQ}	<	100 %	: 0
		Pr{X2>CHSQ}	=	100 %	: 1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

23 POINTS  
2.87 % OF TOTAL POINTS

# CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL  
 PARAMETER EVALUATED: GROUND SPEED  
 TOTAL POINTS: 802

0 %	>=	Pr{X2>CHSQ}	<	5 %	: 528
5 %	>=	Pr{X2>CHSQ}	<	10 %	: 67
10 %	>=	Pr{X2>CHSQ}	<	15 %	: 29
15 %	>=	Pr{X2>CHSQ}	<	20 %	: 35
20 %	>=	Pr{X2>CHSQ}	<	25 %	: 46
25 %	>=	Pr{X2>CHSQ}	<	30 %	: 14
30 %	>=	Pr{X2>CHSQ}	<	35 %	: 17
35 %	>=	Pr{X2>CHSQ}	<	40 %	: 6
40 %	>=	Pr{X2>CHSQ}	<	45 %	: 11
45 %	>=	Pr{X2>CHSQ}	<	50 %	: 15
50 %	>=	Pr{X2>CHSQ}	<	55 %	: 0
55 %	>=	Pr{X2>CHSQ}	<	60 %	: 10
60 %	>=	Pr{X2>CHSQ}	<	65 %	: 2
65 %	>=	Pr{X2>CHSQ}	<	70 %	: 11
70 %	>=	Pr{X2>CHSQ}	<	75 %	: 3
75 %	>=	Pr{X2>CHSQ}	<	80 %	: 1
80 %	>=	Pr{X2>CHSQ}	<	85 %	: 3
85 %	>=	Pr{X2>CHSQ}	<	90 %	: 0
90 %	>=	Pr{X2>CHSQ}	<	95 %	: 4
95 %	>=	Pr{X2>CHSQ}	<	100 %	: 0
		Pr{X2>CHSQ}	=	100 %	: 0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

34 POINTS  
 4.24 % OF TOTAL POINTS

# CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL  
PARAMETER EVALUATED: ALONGPATH SPEED  
TOTAL POINTS: 802

0 %	>=	Pr{X2>CHSQ}	<	5 %:	521
5 %	>=	Pr{X2>CHSQ}	<	10 %:	75
10 %	>=	Pr{X2>CHSQ}	<	15 %:	35
15 %	>=	Pr{X2>CHSQ}	<	20 %:	38
20 %	>=	Pr{X2>CHSQ}	<	25 %:	34
25 %	>=	Pr{X2>CHSQ}	<	30 %:	14
30 %	>=	Pr{X2>CHSQ}	<	35 %:	17
35 %	>=	Pr{X2>CHSQ}	<	40 %:	9
40 %	>=	Pr{X2>CHSQ}	<	45 %:	9
45 %	>=	Pr{X2>CHSQ}	<	50 %:	20
50 %	>=	Pr{X2>CHSQ}	<	55 %:	2
55 %	>=	Pr{X2>CHSQ}	<	60 %:	12
60 %	>=	Pr{X2>CHSQ}	<	65 %:	0
65 %	>=	Pr{X2>CHSQ}	<	70 %:	5
70 %	>=	Pr{X2>CHSQ}	<	75 %:	4
75 %	>=	Pr{X2>CHSQ}	<	80 %:	2
80 %	>=	Pr{X2>CHSQ}	<	85 %:	3
85 %	>=	Pr{X2>CHSQ}	<	90 %:	0
90 %	>=	Pr{X2>CHSQ}	<	95 %:	2
95 %	>=	Pr{X2>CHSQ}	<	100 %:	0
		Pr{X2>CHSQ}	=	100 %:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

50 POINTS  
6.23 % OF TOTAL POINTS



# CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL  
 PARAMETER EVALUATED: ANGULAR ERROR  
 TOTAL POINTS: 778

0 %	>= Pr{X2>CHSQ}	<	5 %:	504
5 %	>= Pr{X2>CHSQ}	<	10 %:	72
10 %	>= Pr{X2>CHSQ}	<	15 %:	47
15 %	>= Pr{X2>CHSQ}	<	20 %:	45
20 %	>= Pr{X2>CHSQ}	<	25 %:	30
25 %	>= Pr{X2>CHSQ}	<	30 %:	21
30 %	>= Pr{X2>CHSQ}	<	35 %:	15
35 %	>= Pr{X2>CHSQ}	<	40 %:	6
40 %	>= Pr{X2>CHSQ}	<	45 %:	4
45 %	>= Pr{X2>CHSQ}	<	50 %:	19
50 %	>= Pr{X2>CHSQ}	<	55 %:	1
55 %	>= Pr{X2>CHSQ}	<	60 %:	3
60 %	>= Pr{X2>CHSQ}	<	65 %:	1
65 %	>= Pr{X2>CHSQ}	<	70 %:	5
70 %	>= Pr{X2>CHSQ}	<	75 %:	2
75 %	>= Pr{X2>CHSQ}	<	80 %:	1
80 %	>= Pr{X2>CHSQ}	<	85 %:	0
85 %	>= Pr{X2>CHSQ}	<	90 %:	0
90 %	>= Pr{X2>CHSQ}	<	95 %:	0
95 %	>= Pr{X2>CHSQ}	<	100 %:	1
	Pr{X2>CHSQ}	=	100 %:	1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

15 POINTS  
 1.93 % OF TOTAL POINTS

# CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL  
 PARAMETER EVALUATED: ALTITUDE ERROR  
 TOTAL POINTS: 802

0 %	>=	Pr{X2>CHSQ}	<	5 %	: 524
5 %	>=	Pr{X2>CHSQ}	<	10 %	: 72
10 %	>=	Pr{X2>CHSQ}	<	15 %	: 46
15 %	>=	Pr{X2>CHSQ}	<	20 %	: 50
20 %	>=	Pr{X2>CHSQ}	<	25 %	: 28
25 %	>=	Pr{X2>CHSQ}	<	30 %	: 18
30 %	>=	Pr{X2>CHSQ}	<	35 %	: 15
35 %	>=	Pr{X2>CHSQ}	<	40 %	: 7
40 %	>=	Pr{X2>CHSQ}	<	45 %	: 4
45 %	>=	Pr{X2>CHSQ}	<	50 %	: 19
50 %	>=	Pr{X2>CHSQ}	<	55 %	: 2
55 %	>=	Pr{X2>CHSQ}	<	60 %	: 6
60 %	>=	Pr{X2>CHSQ}	<	65 %	: 2
65 %	>=	Pr{X2>CHSQ}	<	70 %	: 4
70 %	>=	Pr{X2>CHSQ}	<	75 %	: 2
75 %	>=	Pr{X2>CHSQ}	<	80 %	: 1
80 %	>=	Pr{X2>CHSQ}	<	85 %	: 0
85 %	>=	Pr{X2>CHSQ}	<	90 %	: 0
90 %	>=	Pr{X2>CHSQ}	<	95 %	: 0
95 %	>=	Pr{X2>CHSQ}	<	100 %	: 1
		Pr{X2>CHSQ}	=	100 %	: 1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

19 POINTS  
 2.37 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL  
PARAMETER EVALUATED: ANGULAR POSITION  
TOTAL POINTS: 778

0 %	>= Pr{X2>CHSQ}	<	5 %:	504
5 %	>= Pr{X2>CHSQ}	<	10 %:	72
10 %	>= Pr{X2>CHSQ}	<	15 %:	47
15 %	>= Pr{X2>CHSQ}	<	20 %:	45
20 %	>= Pr{X2>CHSQ}	<	25 %:	30
25 %	>= Pr{X2>CHSQ}	<	30 %:	22
30 %	>= Pr{X2>CHSQ}	<	35 %:	15
35 %	>= Pr{X2>CHSQ}	<	40 %:	5
40 %	>= Pr{X2>CHSQ}	<	45 %:	3
45 %	>= Pr{X2>CHSQ}	<	50 %:	19
50 %	>= Pr{X2>CHSQ}	<	55 %:	1
55 %	>= Pr{X2>CHSQ}	<	60 %:	3
60 %	>= Pr{X2>CHSQ}	<	65 %:	1
65 %	>= Pr{X2>CHSQ}	<	70 %:	6
70 %	>= Pr{X2>CHSQ}	<	75 %:	2
75 %	>= Pr{X2>CHSQ}	<	80 %:	1
80 %	>= Pr{X2>CHSQ}	<	85 %:	0
85 %	>= Pr{X2>CHSQ}	<	90 %:	0
90 %	>= Pr{X2>CHSQ}	<	95 %:	0
95 %	>= Pr{X2>CHSQ}	<	100 %:	1
	Pr{X2>CHSQ}	=	100 %:	1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

16 POINTS  
2.06 % OF TOTAL POINTS

APPENDIX I

DISTRIBUTION COMPARISON PLOTS FOR UH-1 DATA

The plots presented in this appendix are arranged in a specific order. To make it easier to find a particular plot, the order of the plots are explained here.

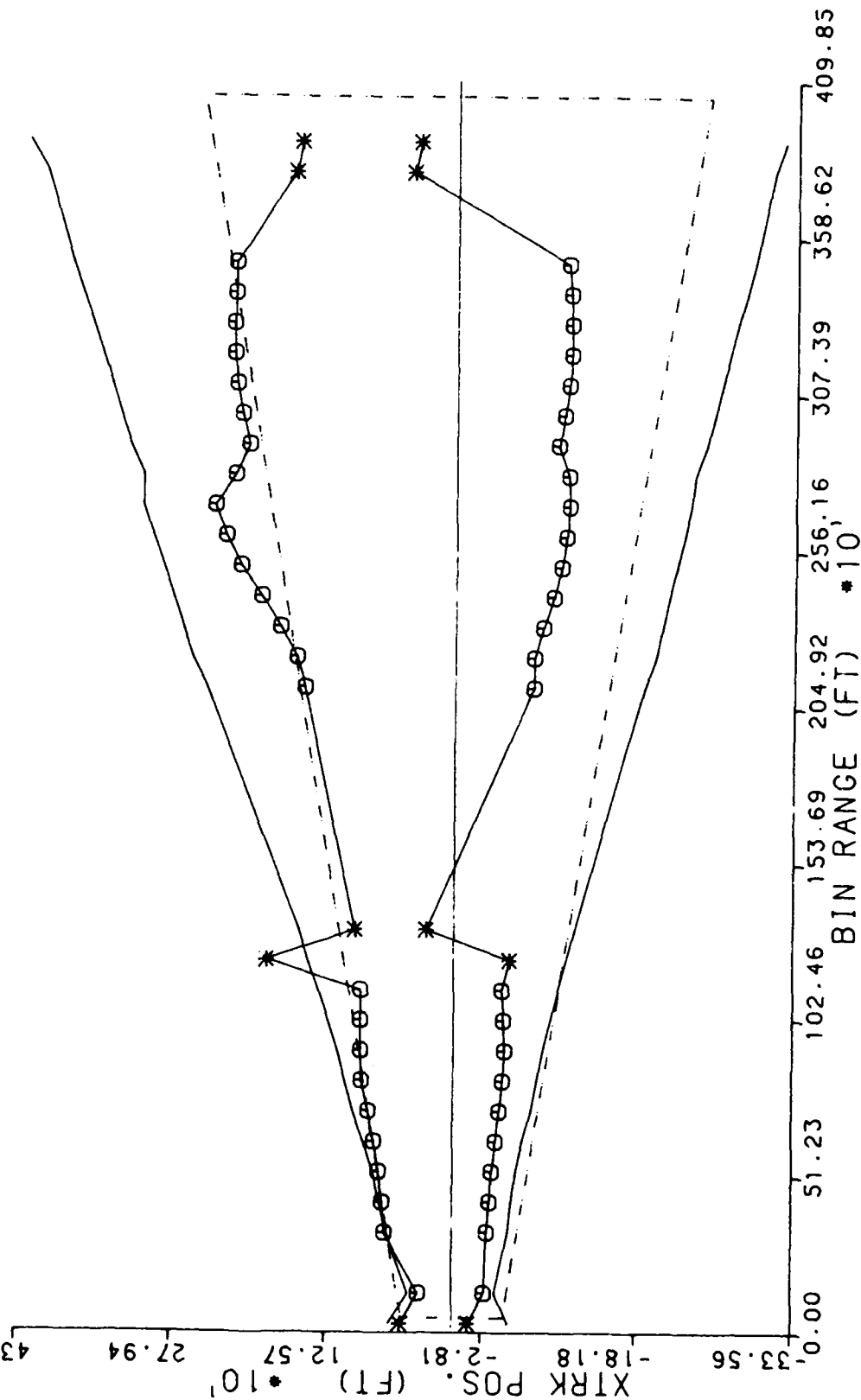
There are four major divisions of the plots (in order of presentation): straight-in approaches, curved approaches, straight-out departures, and curved departures. There are three first line subdivisions in each of the major divisions. For approaches they are:  $7.125^{\circ}$ ,  $8.00^{\circ}$ , and  $10.00^{\circ}$  approaches. For departures they are:  $7.125^{\circ}$ ,  $10.00^{\circ}$ , and  $12.00^{\circ}$  departures.

There are ten second line subdivisions in each first line division. The subdivisions for all first line subdivisions are: crosstrack position (ft), altitude (ft), crosstrack velocity (fpm), along track velocity (fpm), vertical velocity (fpm), groundspeed (kts), along path speed (kts), angular error (deg), altitude error (ft), and angular position (deg).

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACHES

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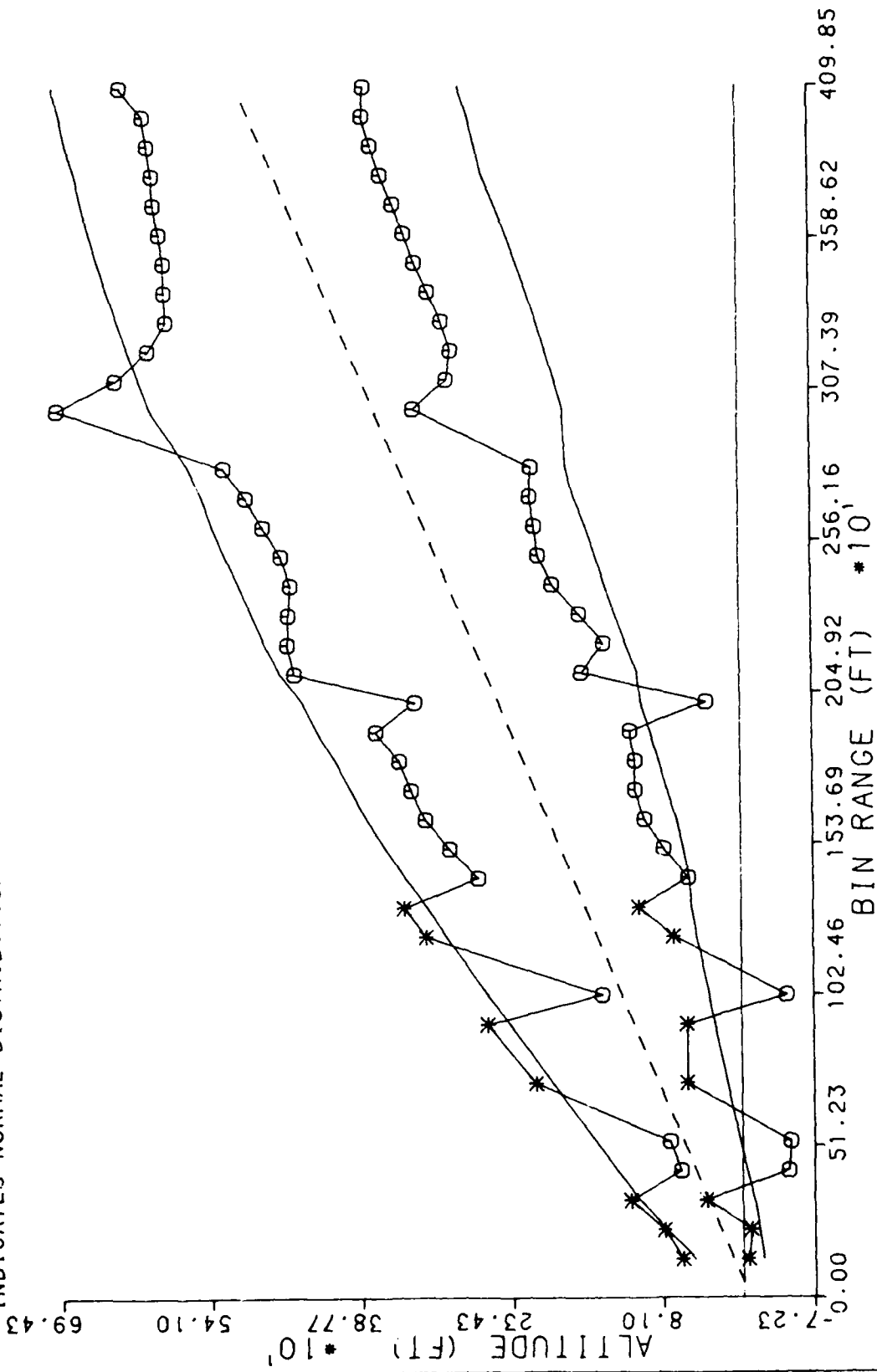
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 --- INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



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VMC DISTRIBUTION ANALYSIS--- UH1 DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
--- INDICATES NORMAL DISTRIBUTION ENVELOPE

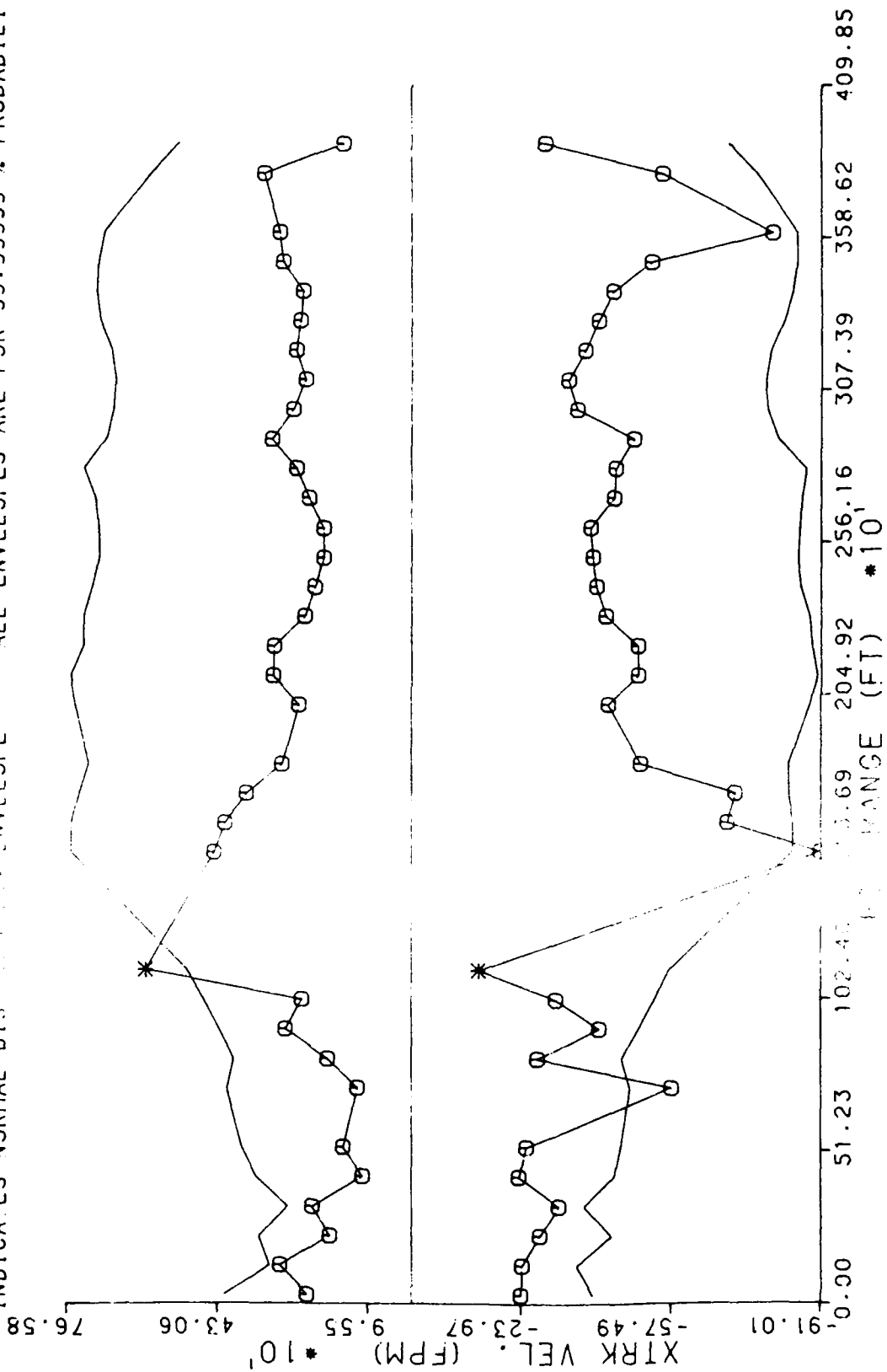
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS - UHF DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACH  
 CROSSTRACK VELOCITY (FPM) VS. RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

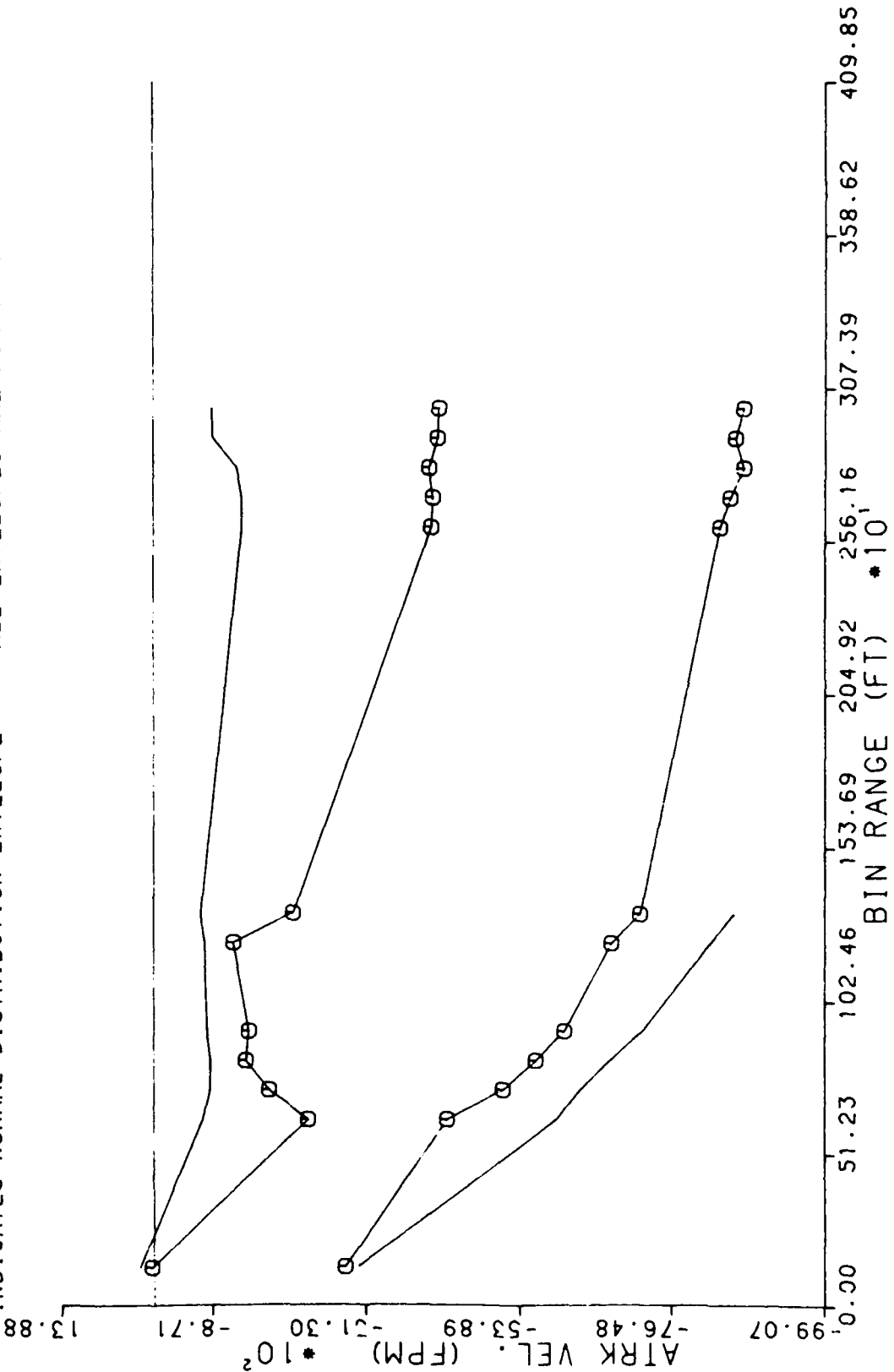




VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACHES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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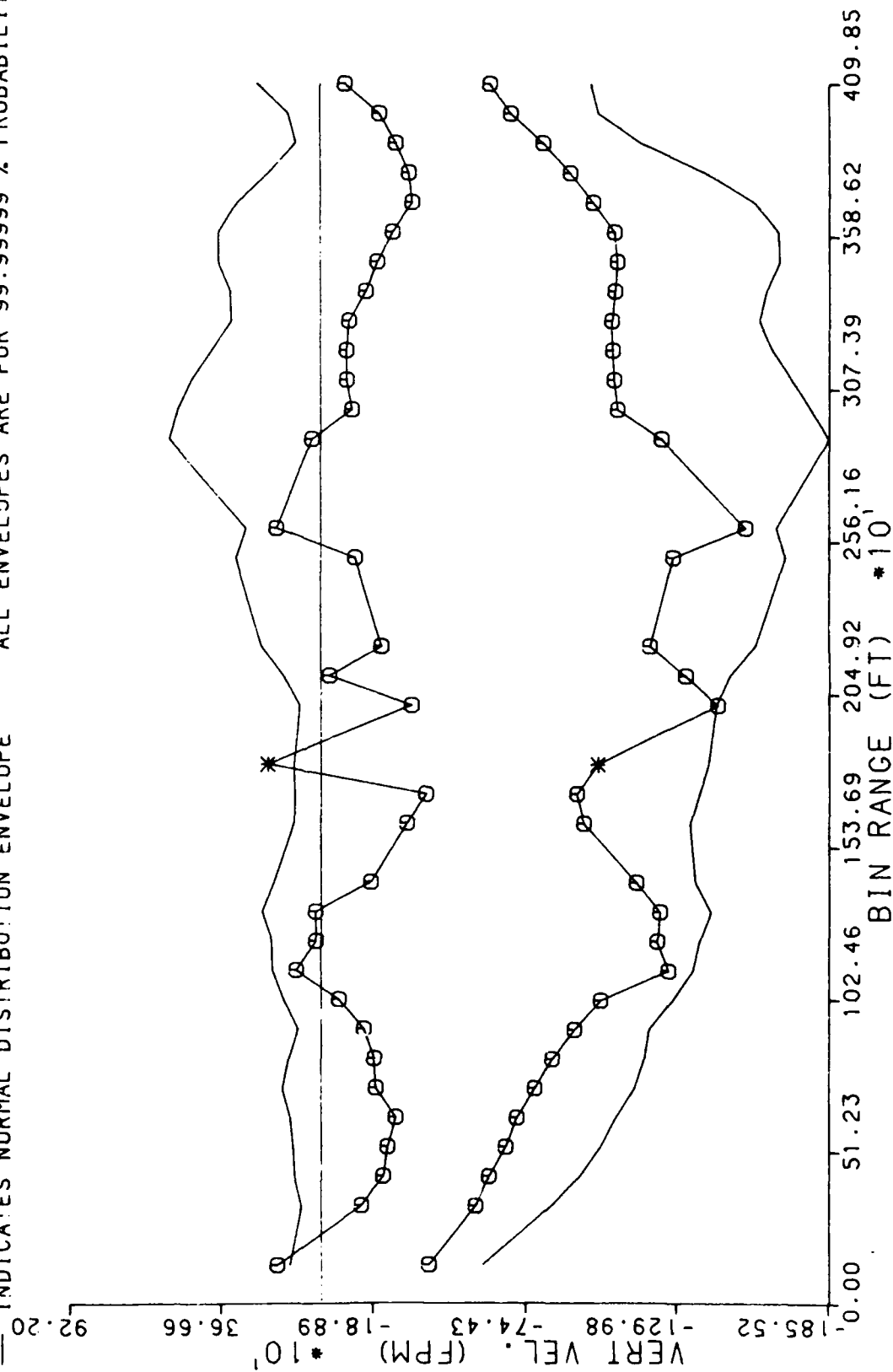
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACHES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY

7 DEGREE STRAIGHT IN APPROACHES

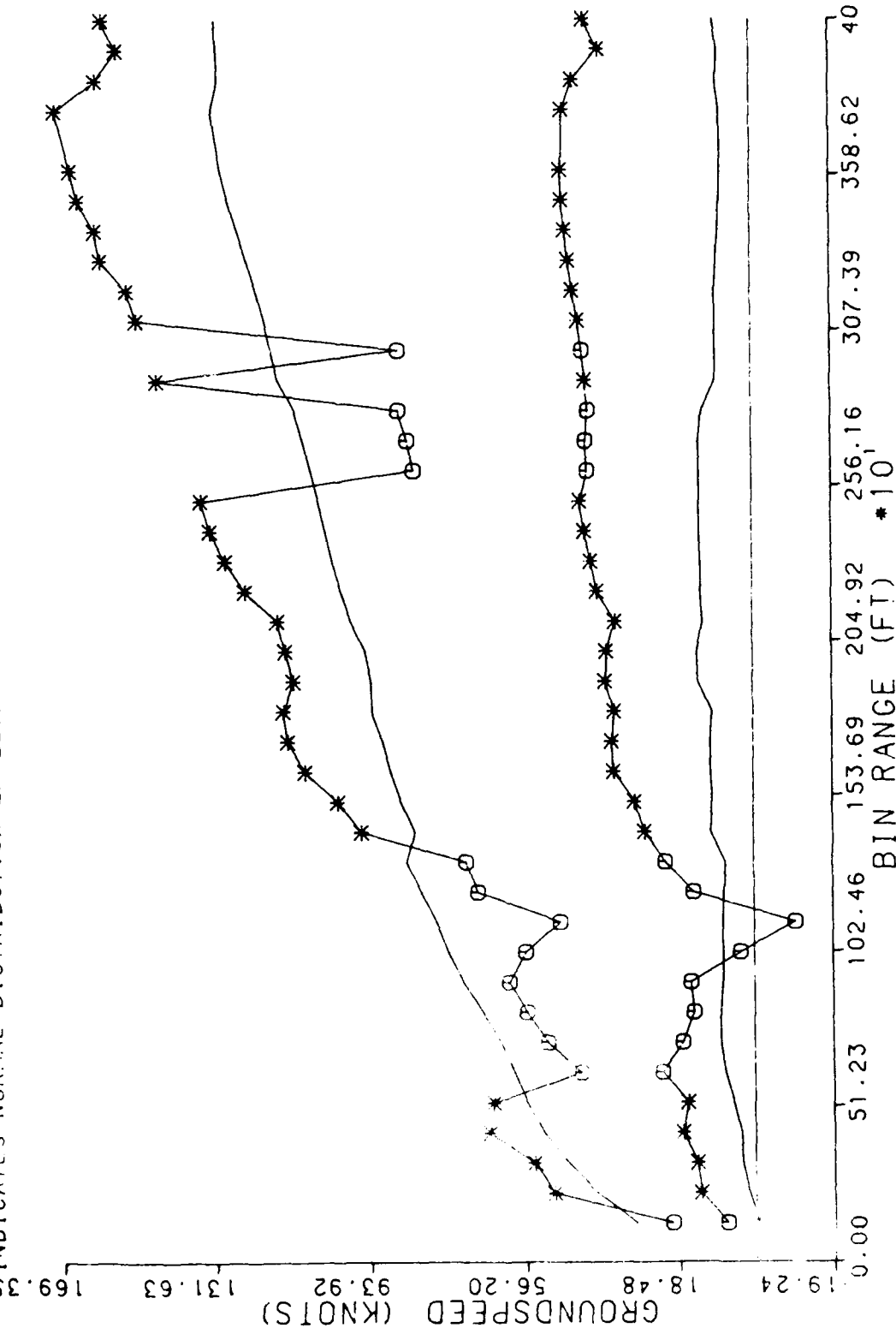
GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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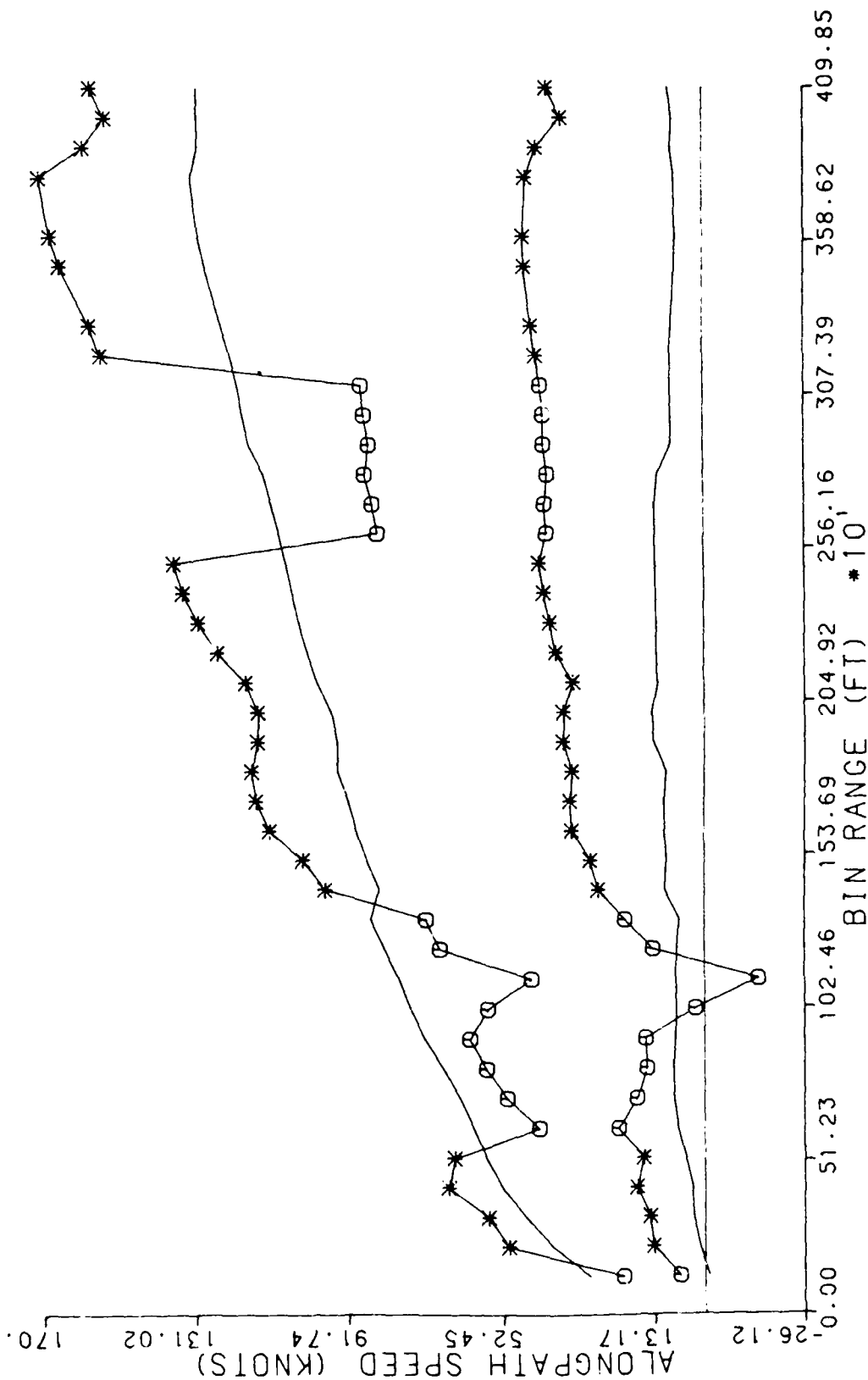
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACHES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES

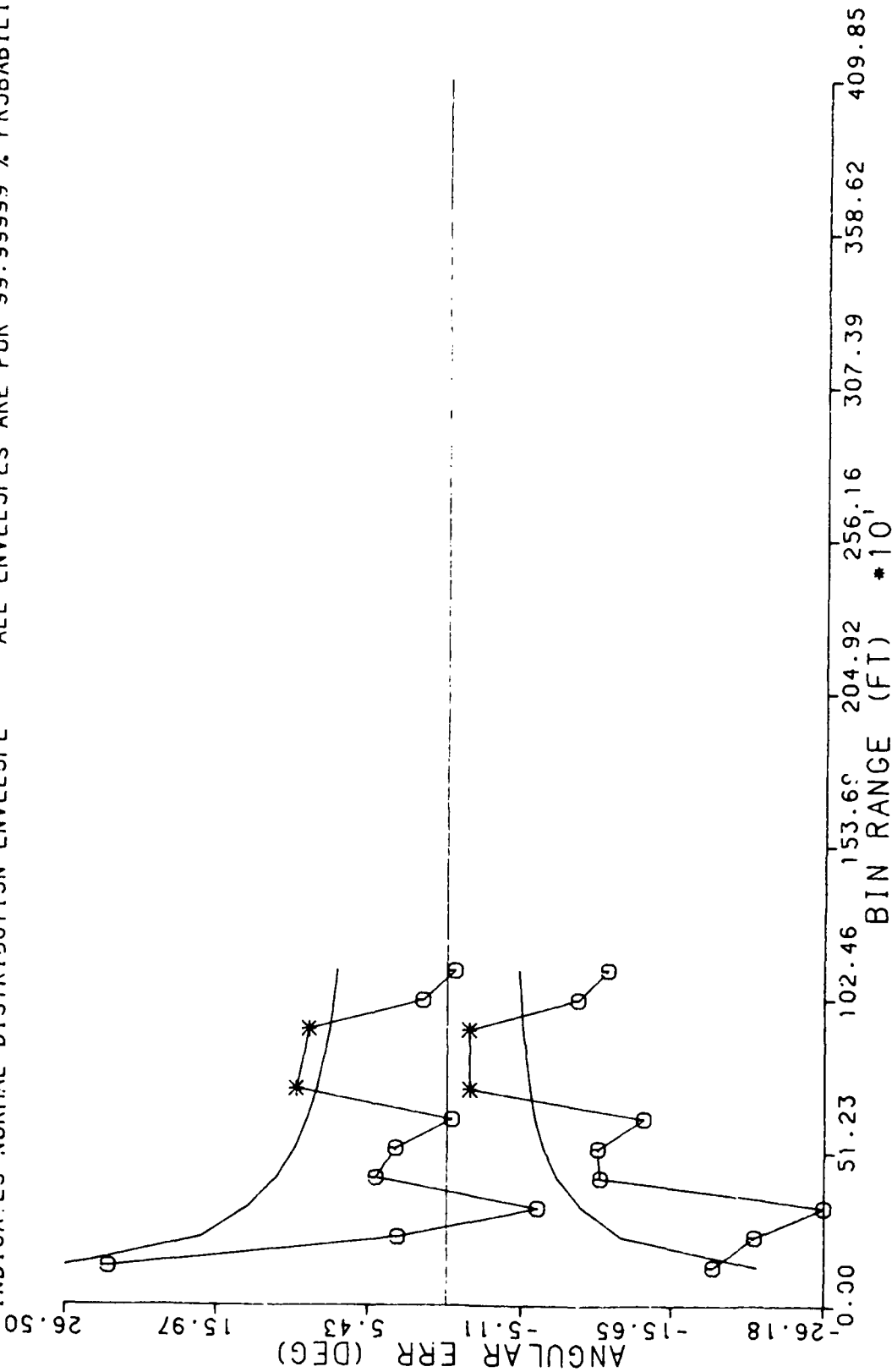
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

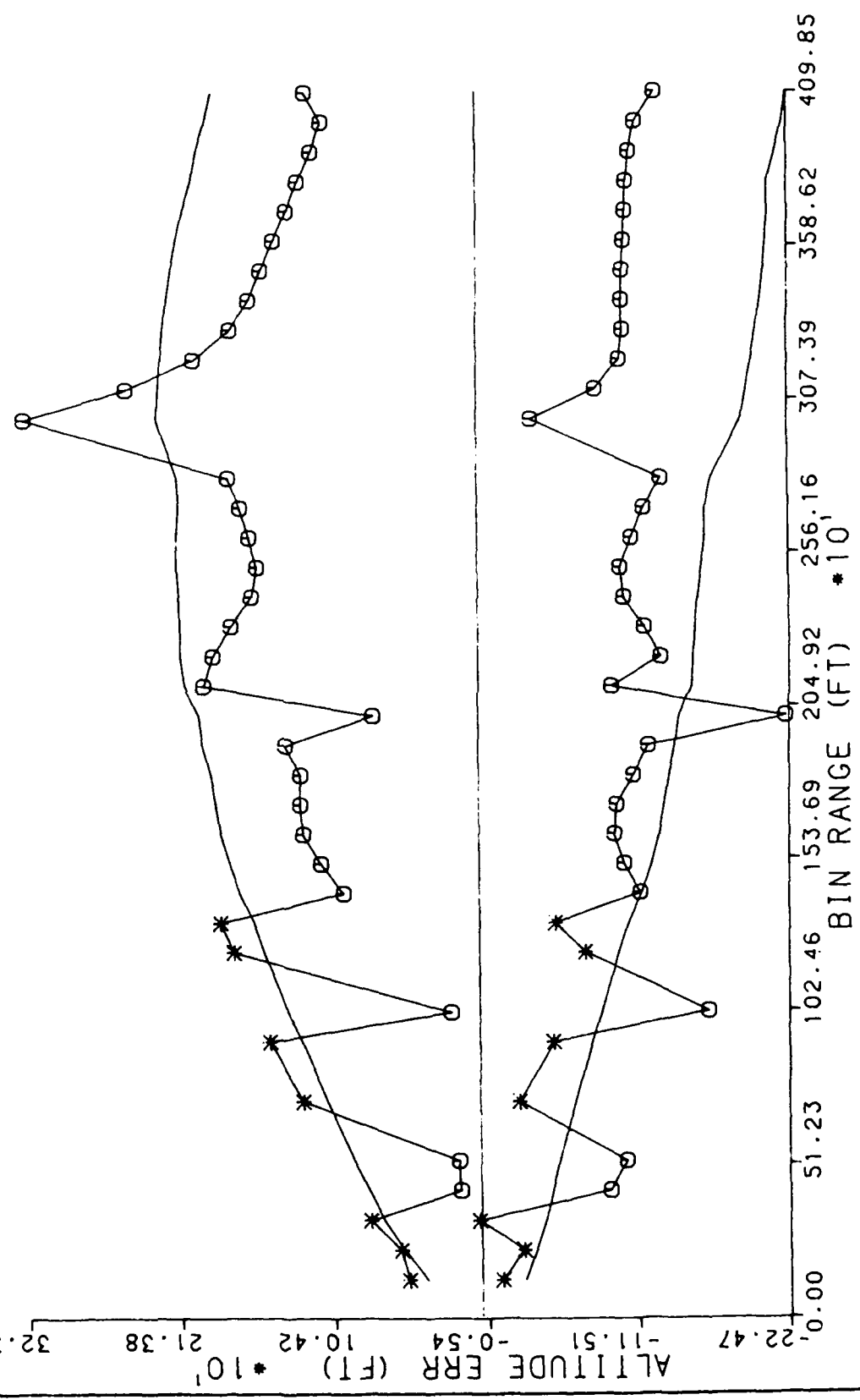
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



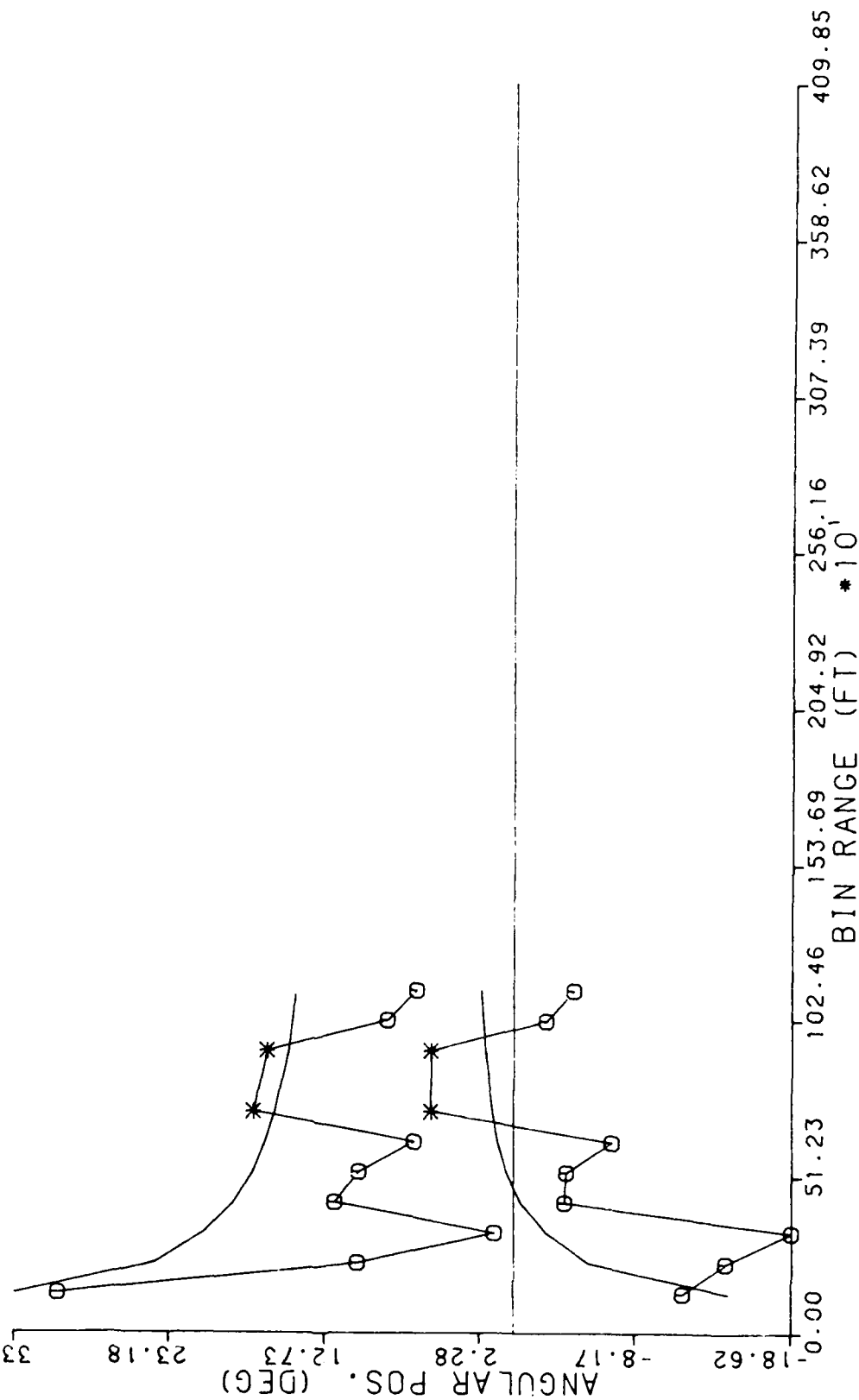
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACHES

ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY

8 DEGREE STRAIGHT IN APPROACHES

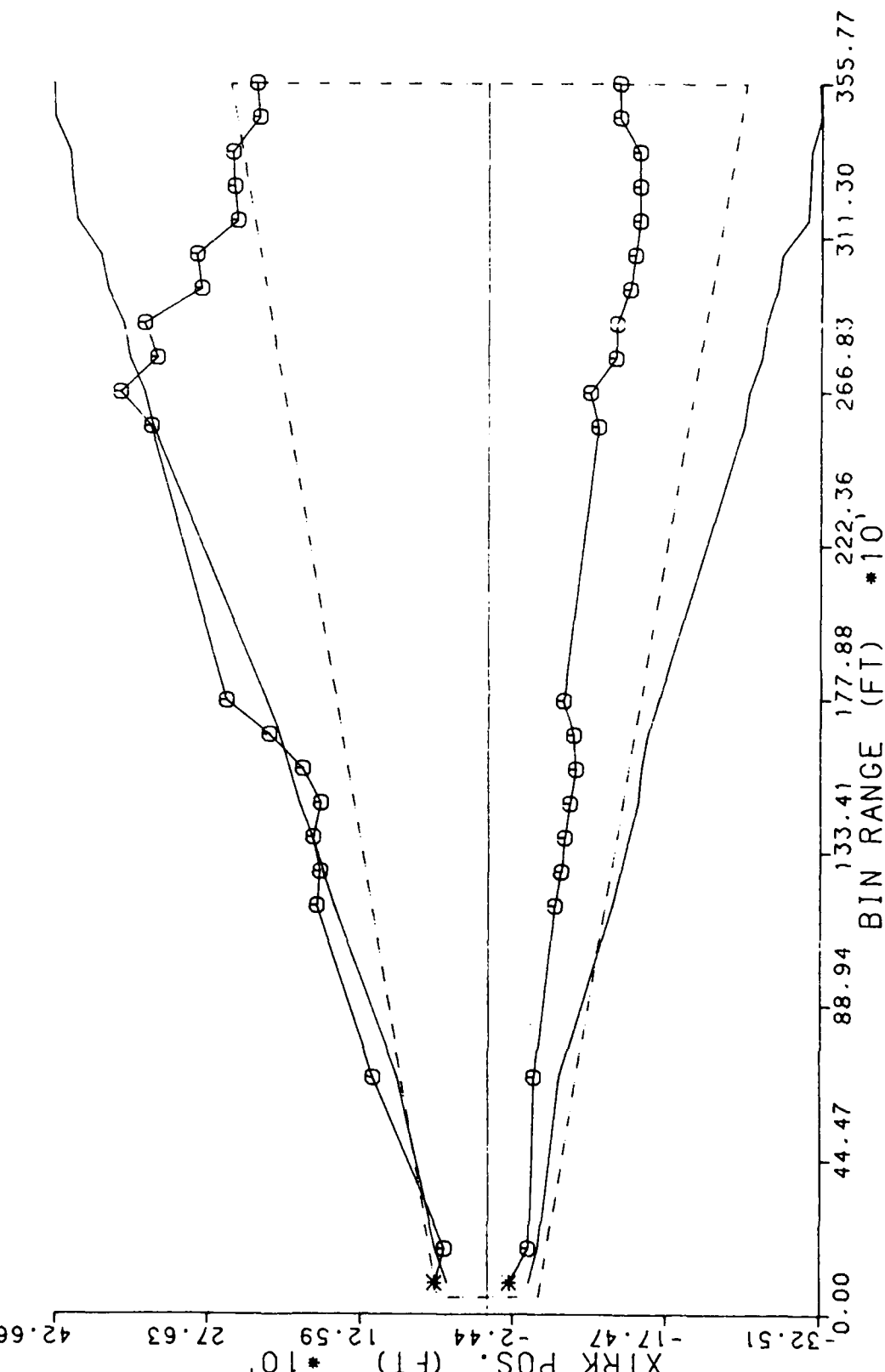
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) --- INDICATES FAA APPROACH SURFACE

INDICATES BETA DISTRIBUTION RANGE LIMIT

--- INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY





# VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY

8 DEGREE STRAIGHT IN APPROACHES

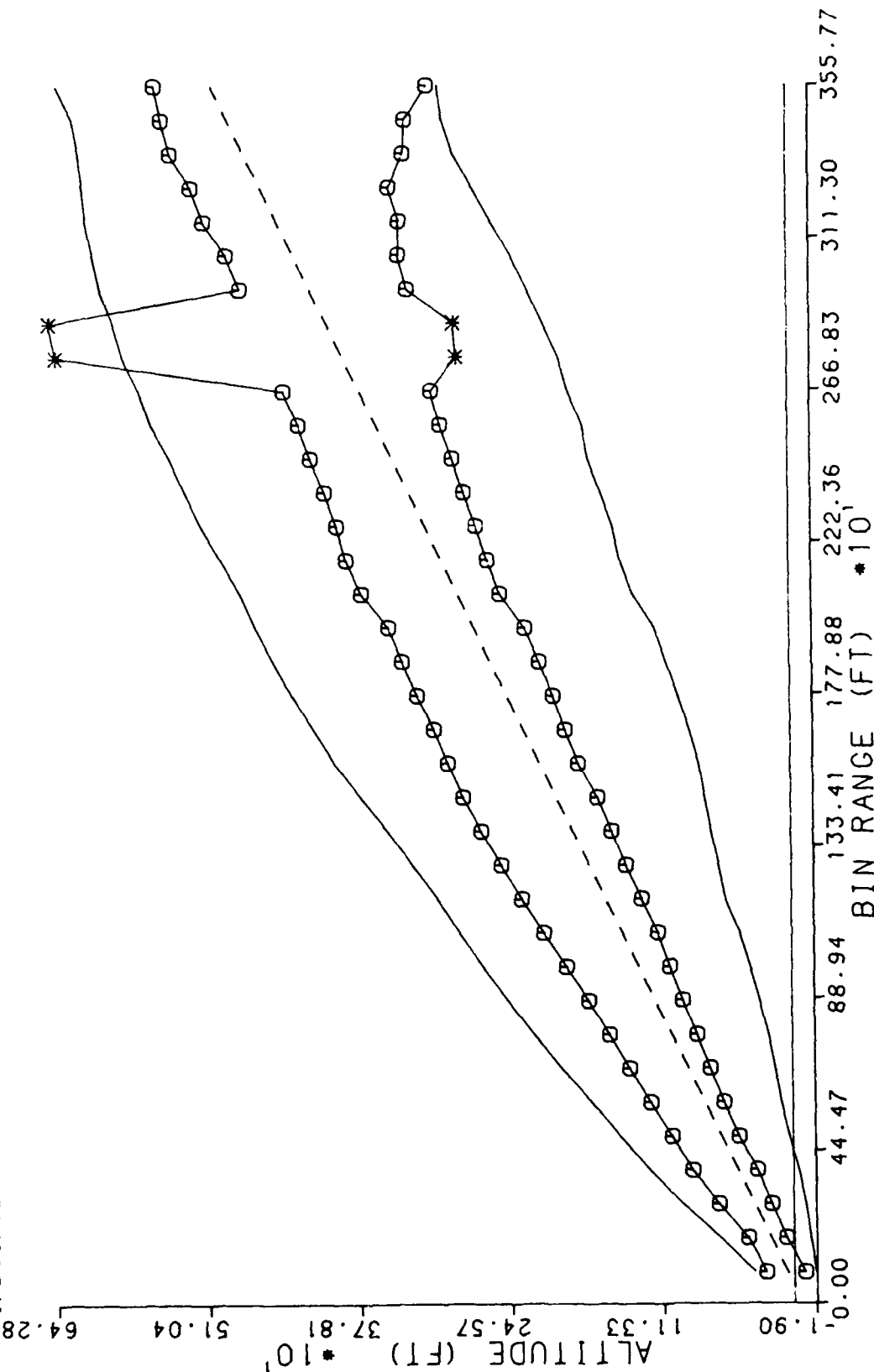
ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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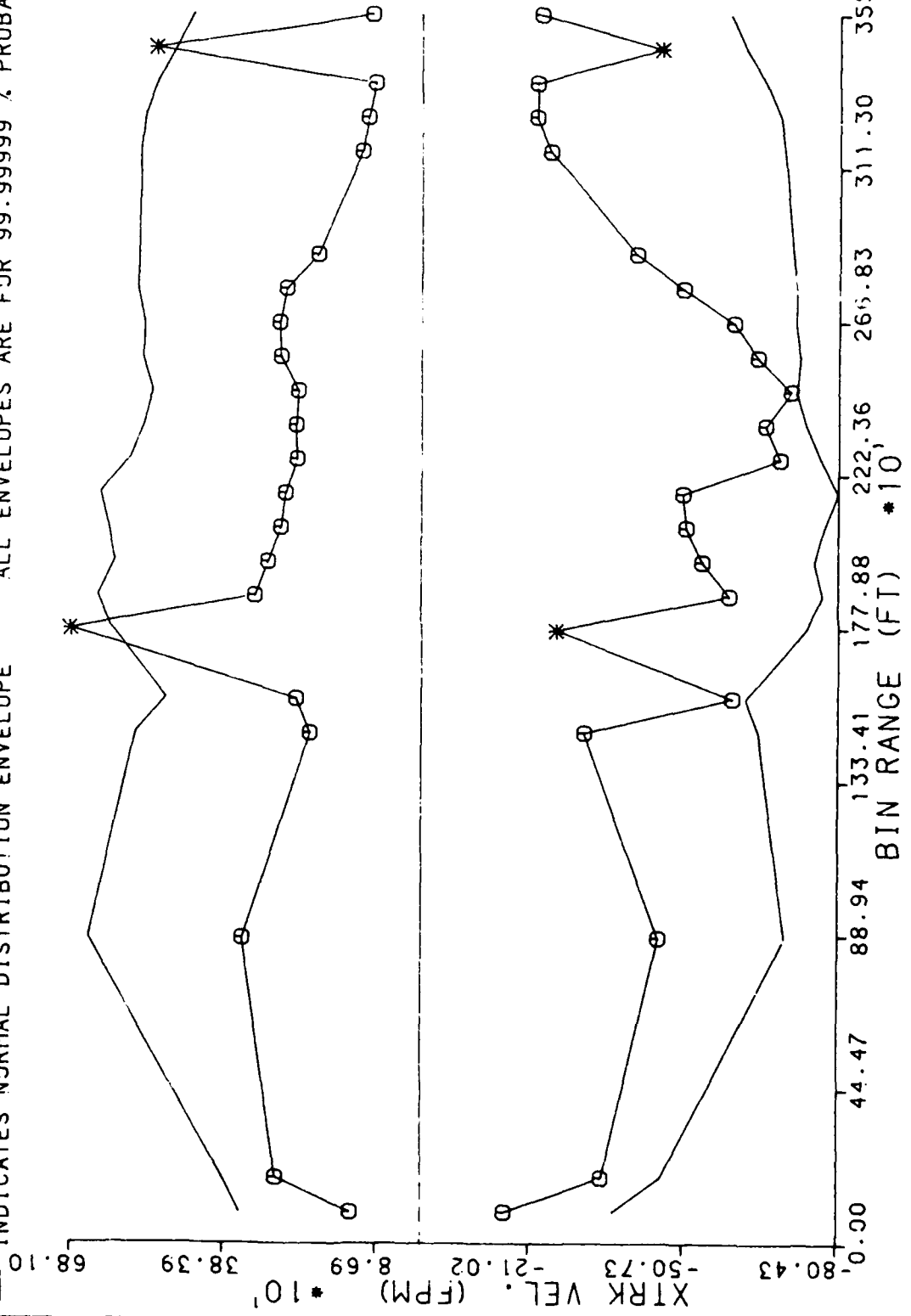
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 CROSS TRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 --- INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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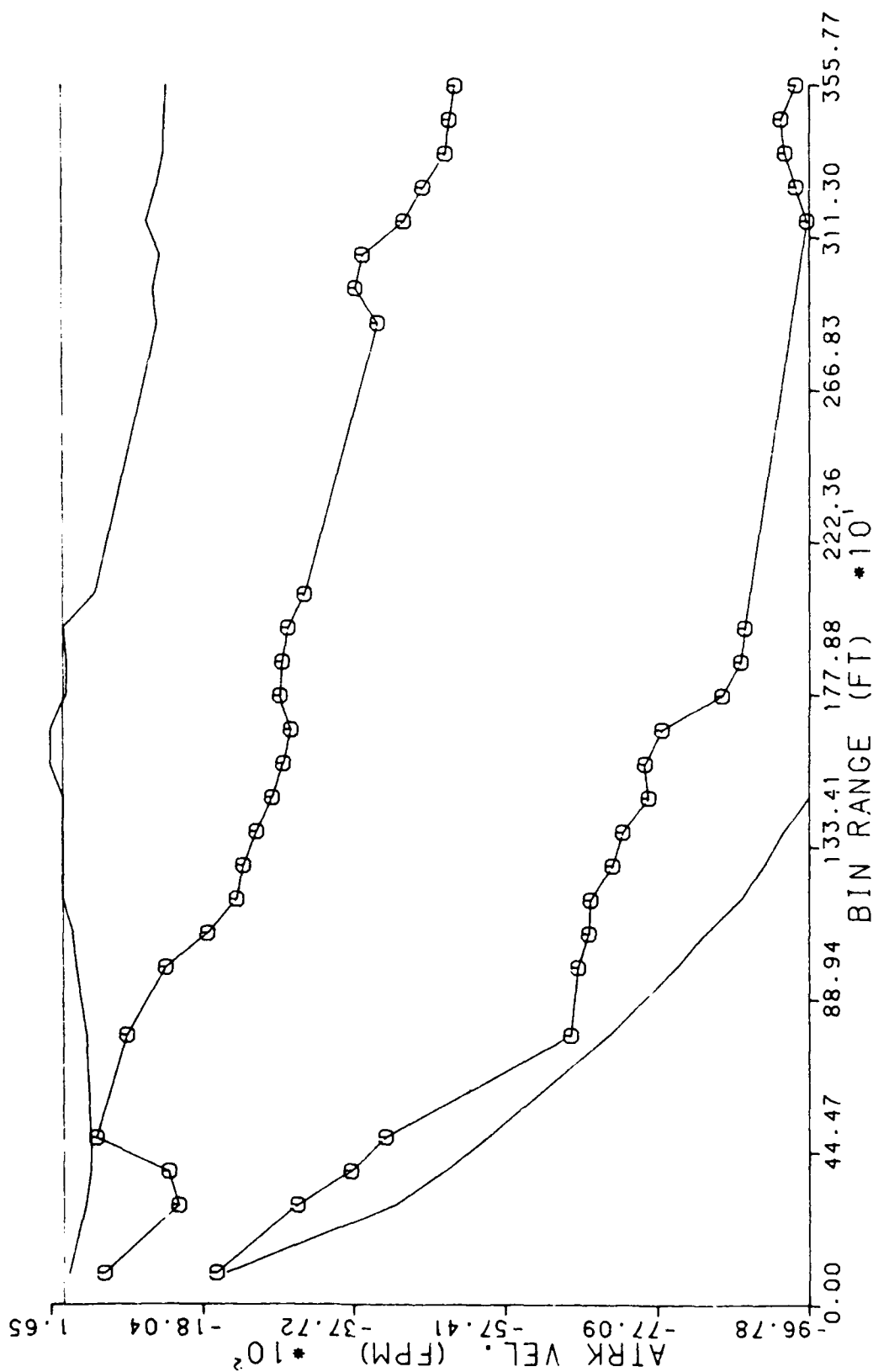
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 \*INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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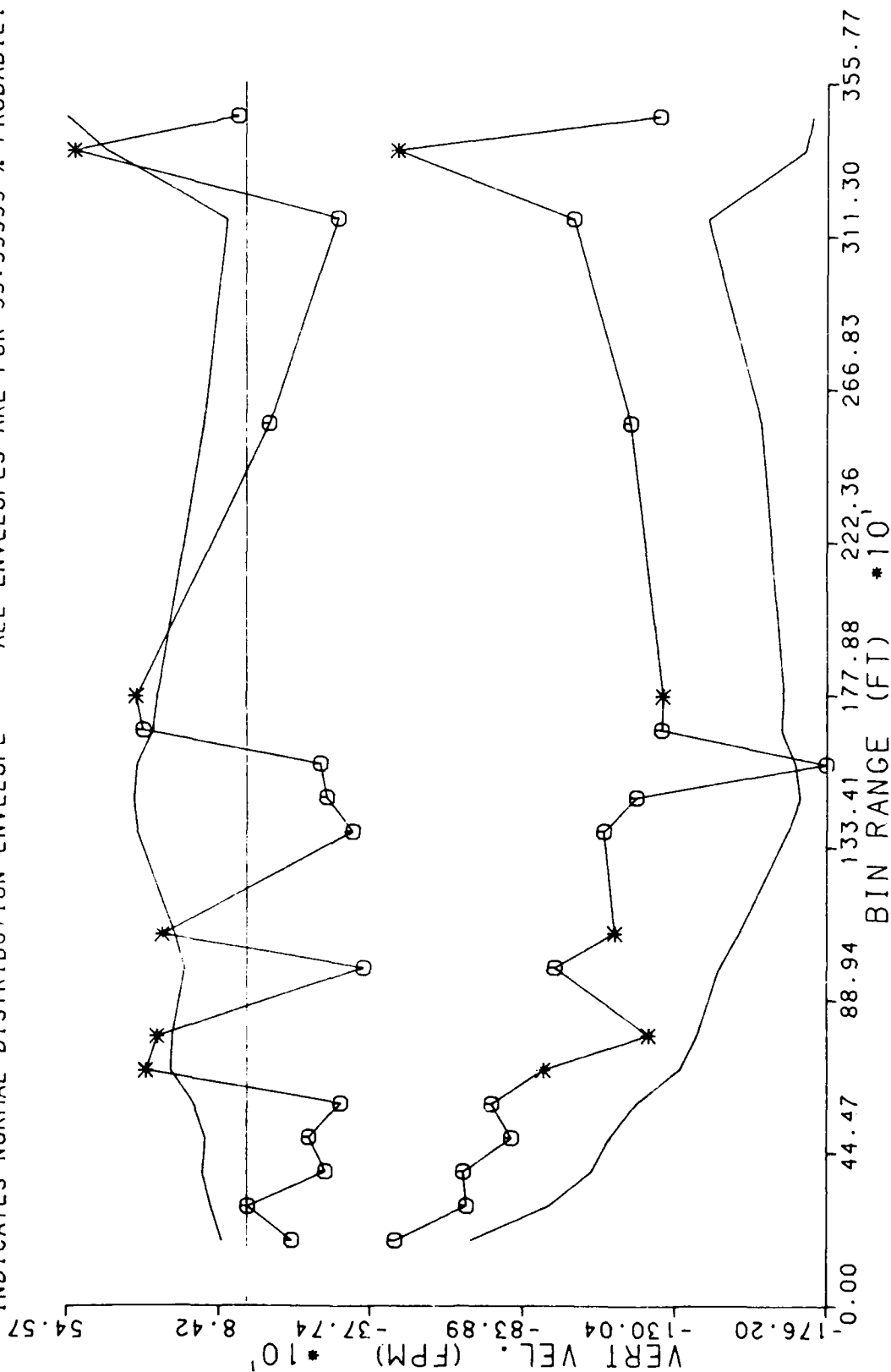
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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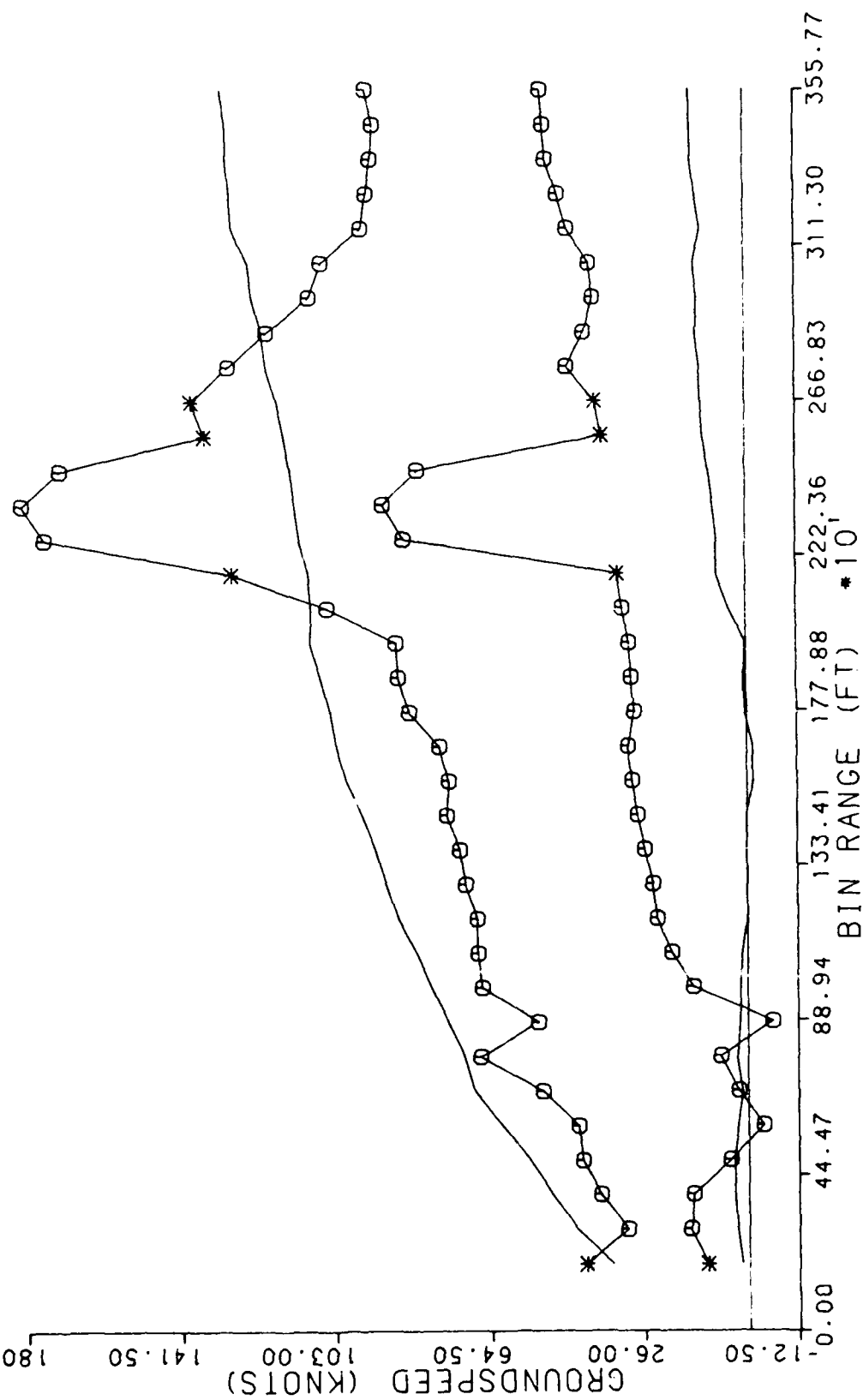
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 GROUND SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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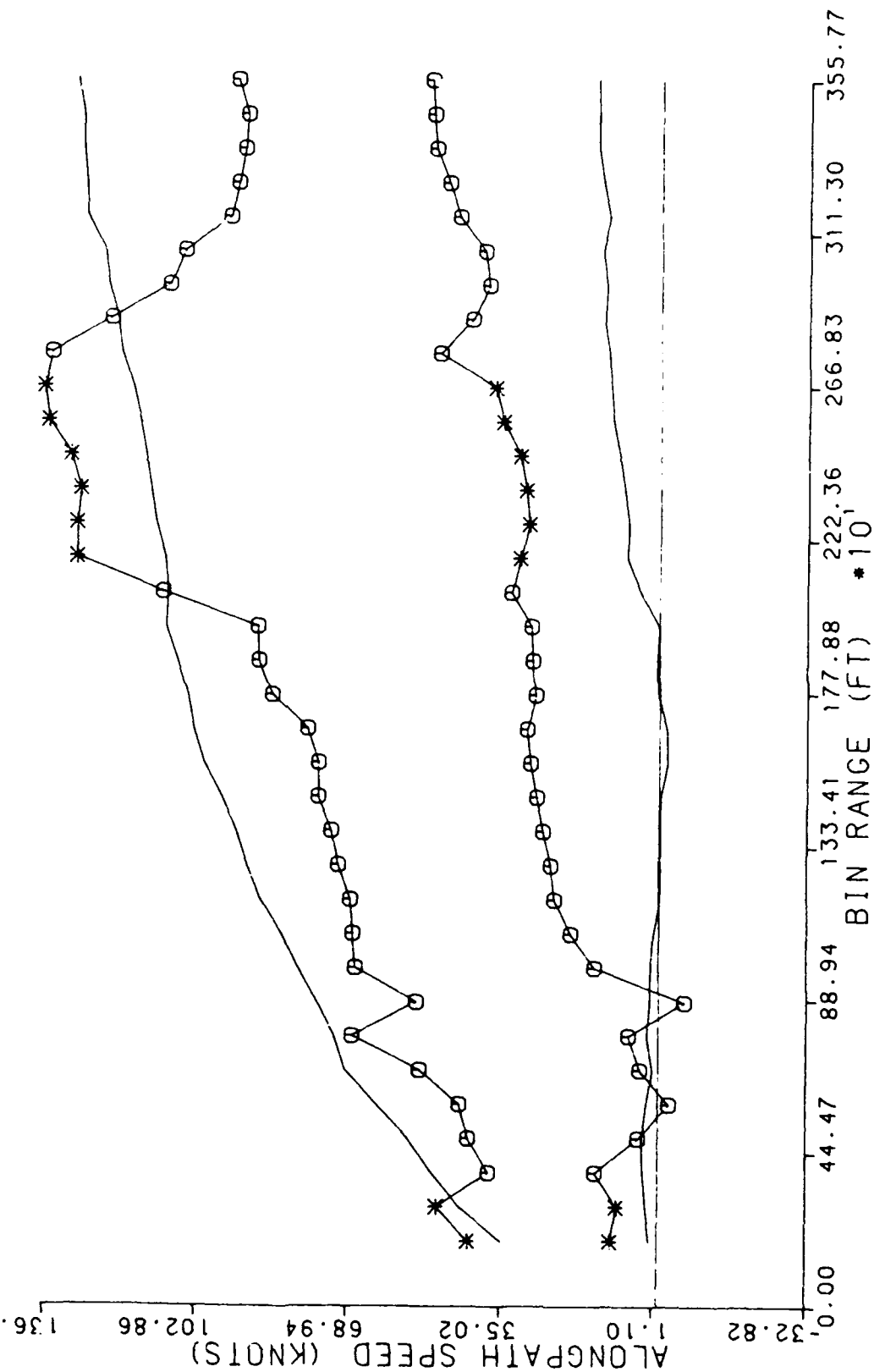
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 \* INDICATES NORMAL DISTRIBUTION ENVELOPE

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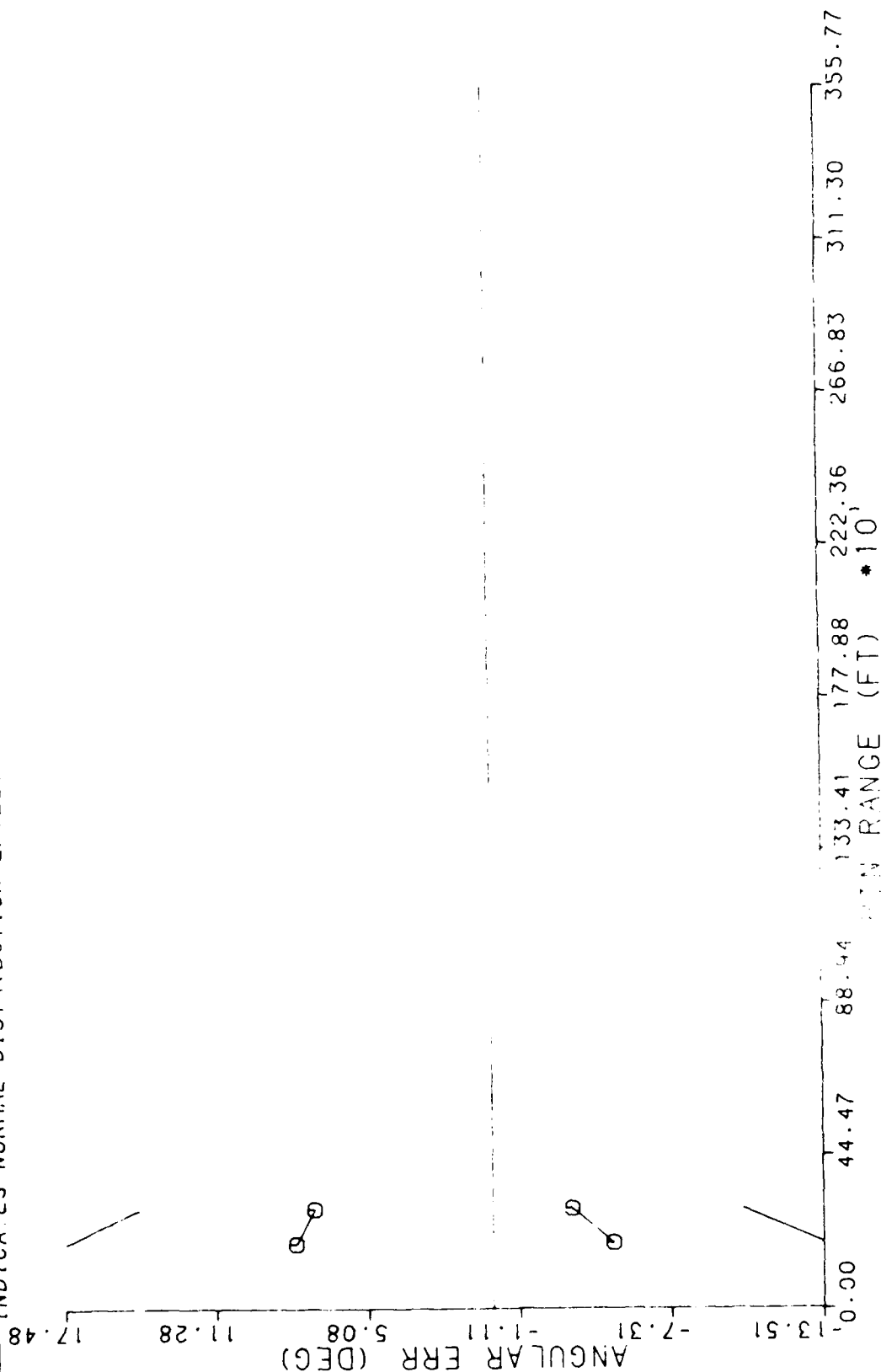
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



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VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
8 DEGREE STRAIGHT IN APPROACHES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



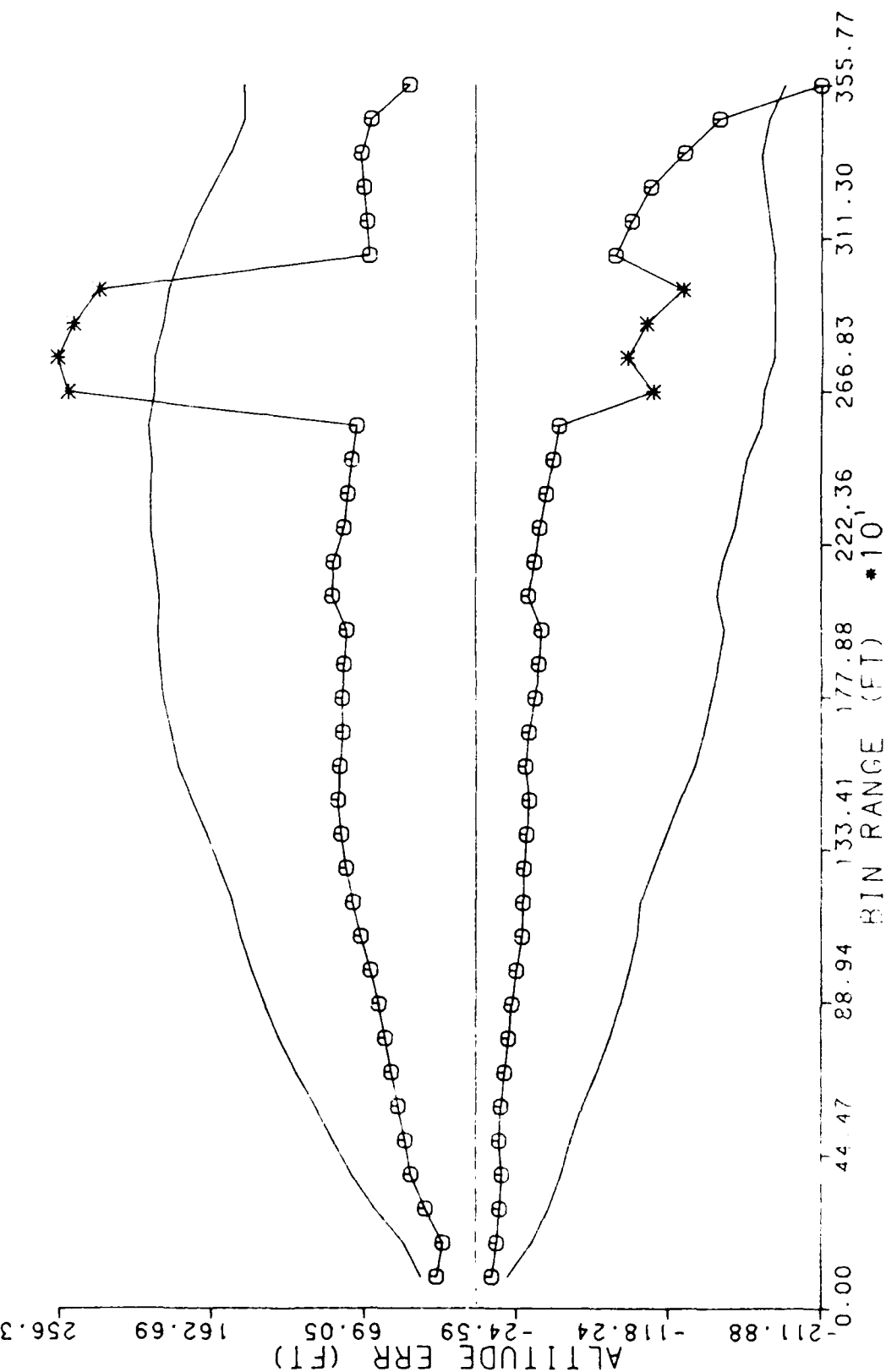
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
8 DEGREE STRAIGHT IN APPROACHES

ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT  
INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

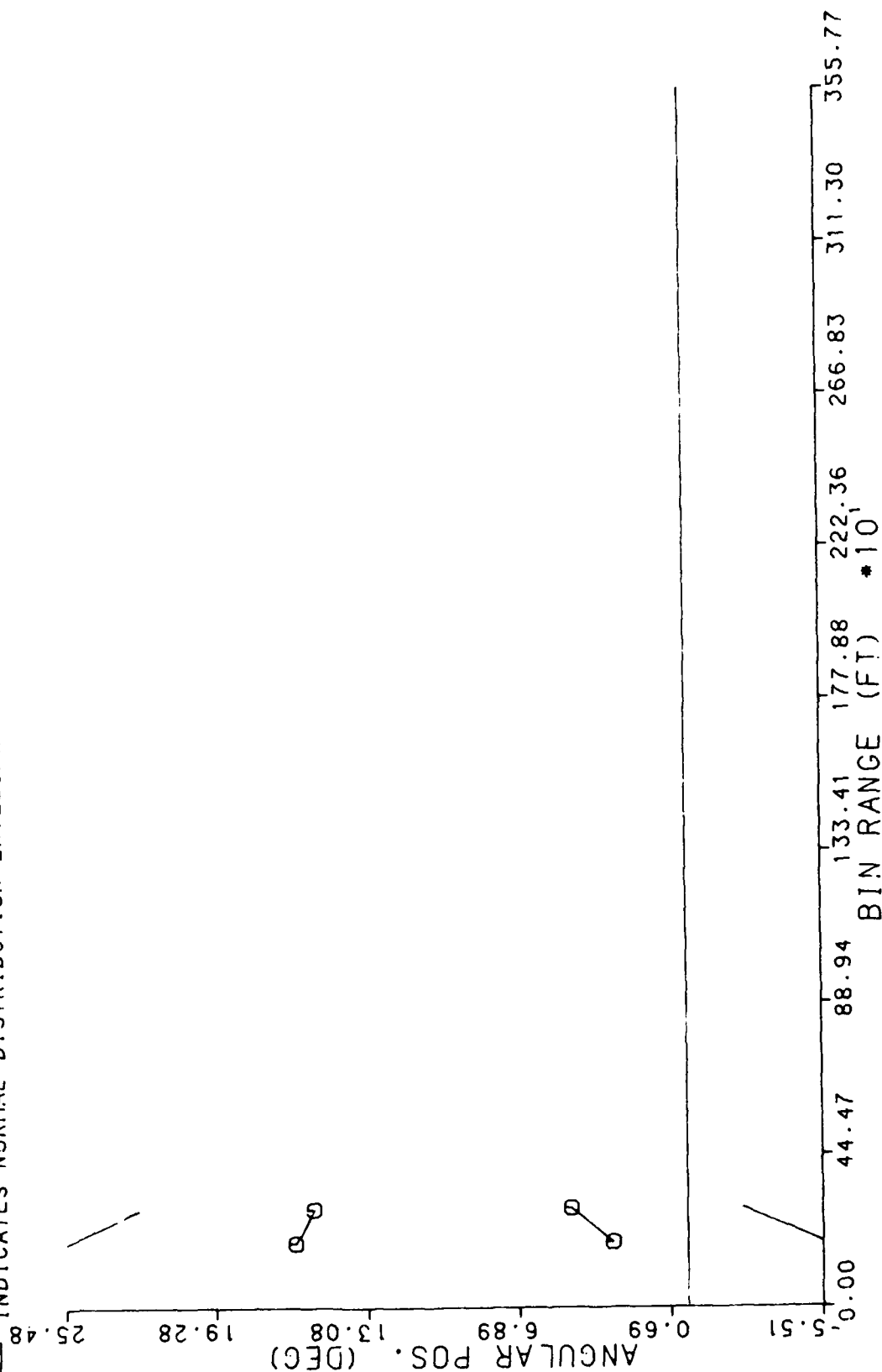




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VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
8 DEGREE STRAIGHT IN APPROACHES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY

10 DEGREE STRAIGHT IN APPROACHES

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

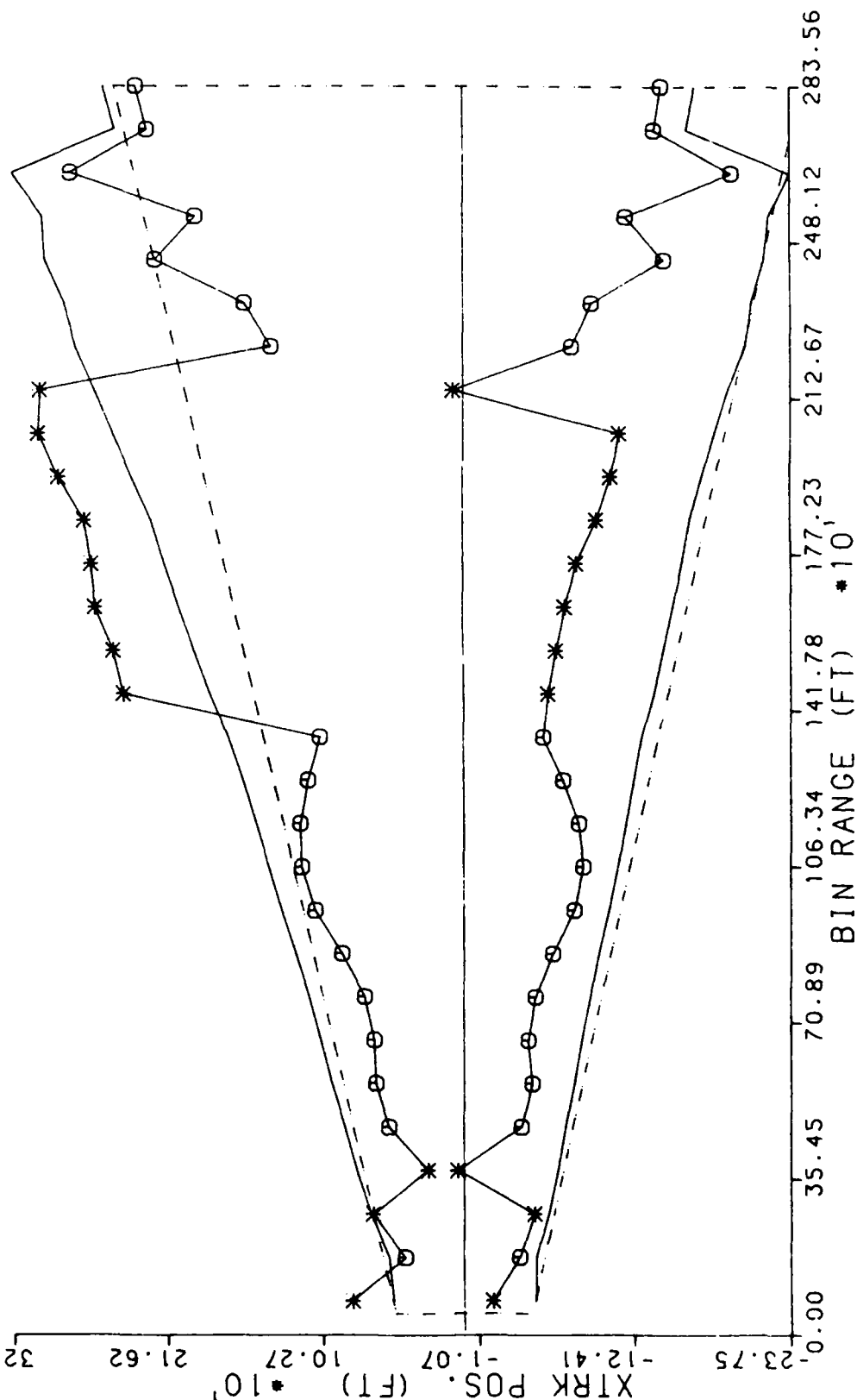
INDICATES NORMAL DISTRIBUTION ENVELOPE

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-- INDICATES FAA APPROACH SURFACE

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT

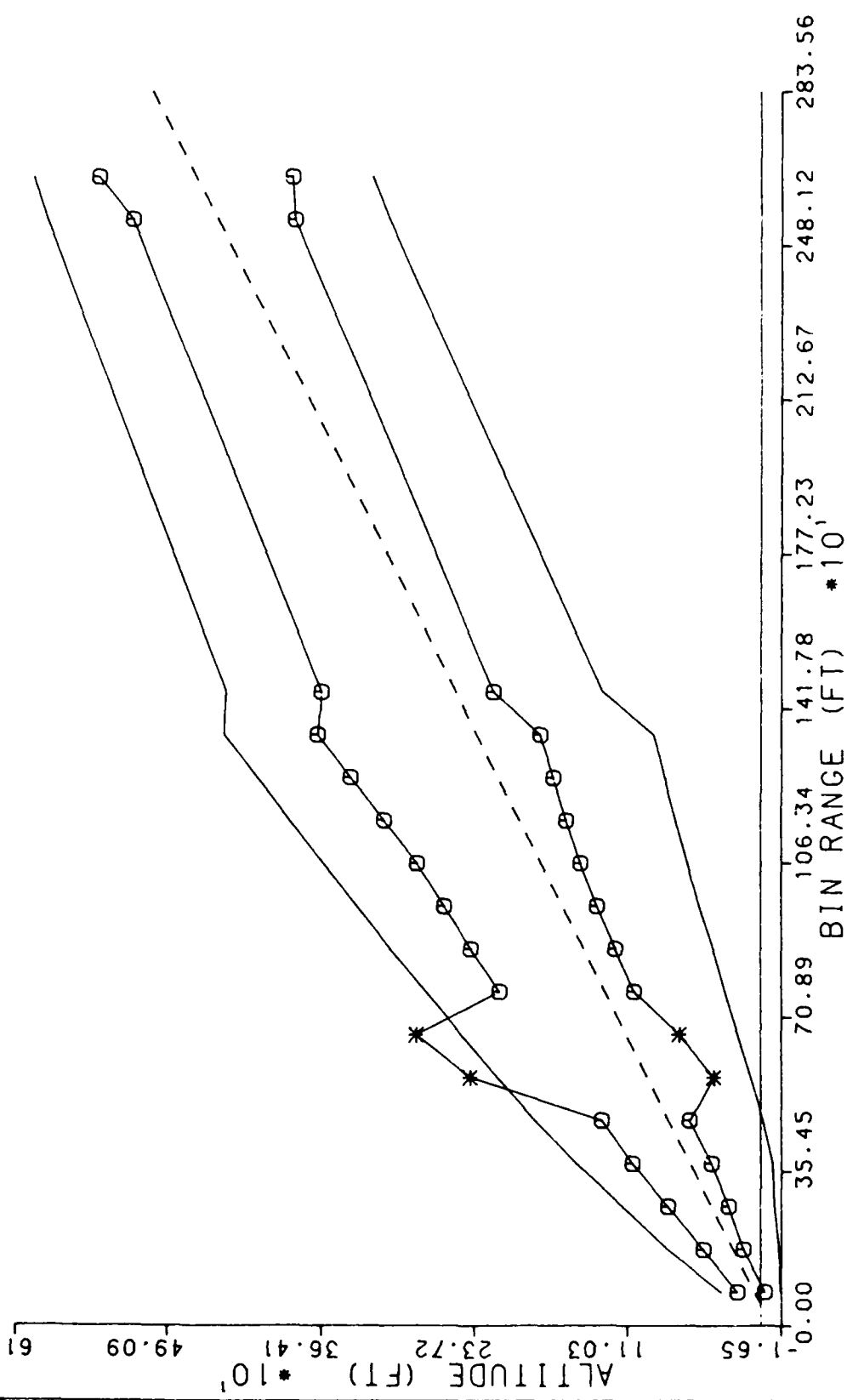
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS--- UH1 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE (FT) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 --- INDICATES NORMAL DISTRIBUTION ENVELOPE

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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY

10 DEGREE STRAIGHT IN APPROACHES

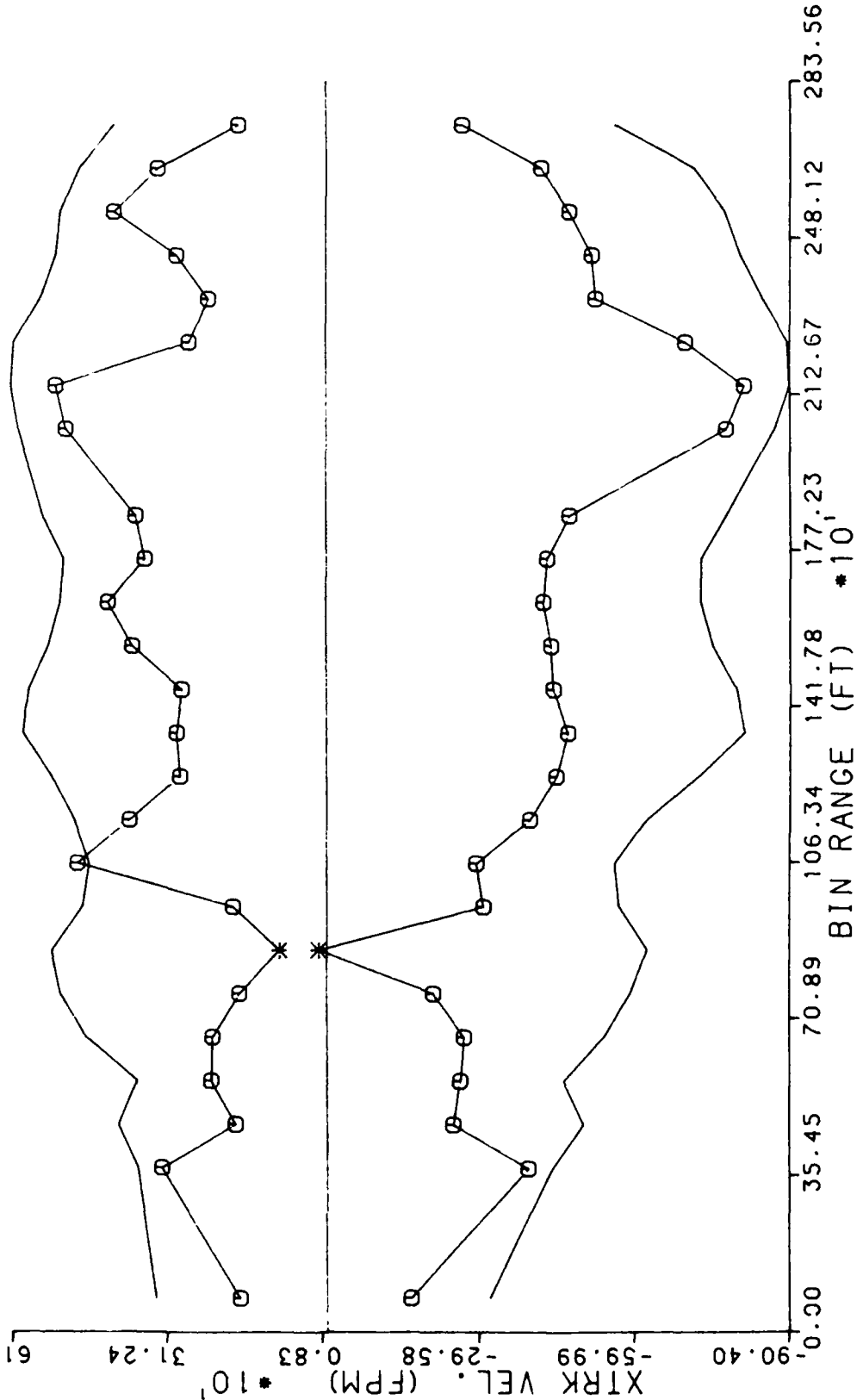
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY

10 DEGREE STRAIGHT IN APPROACHES

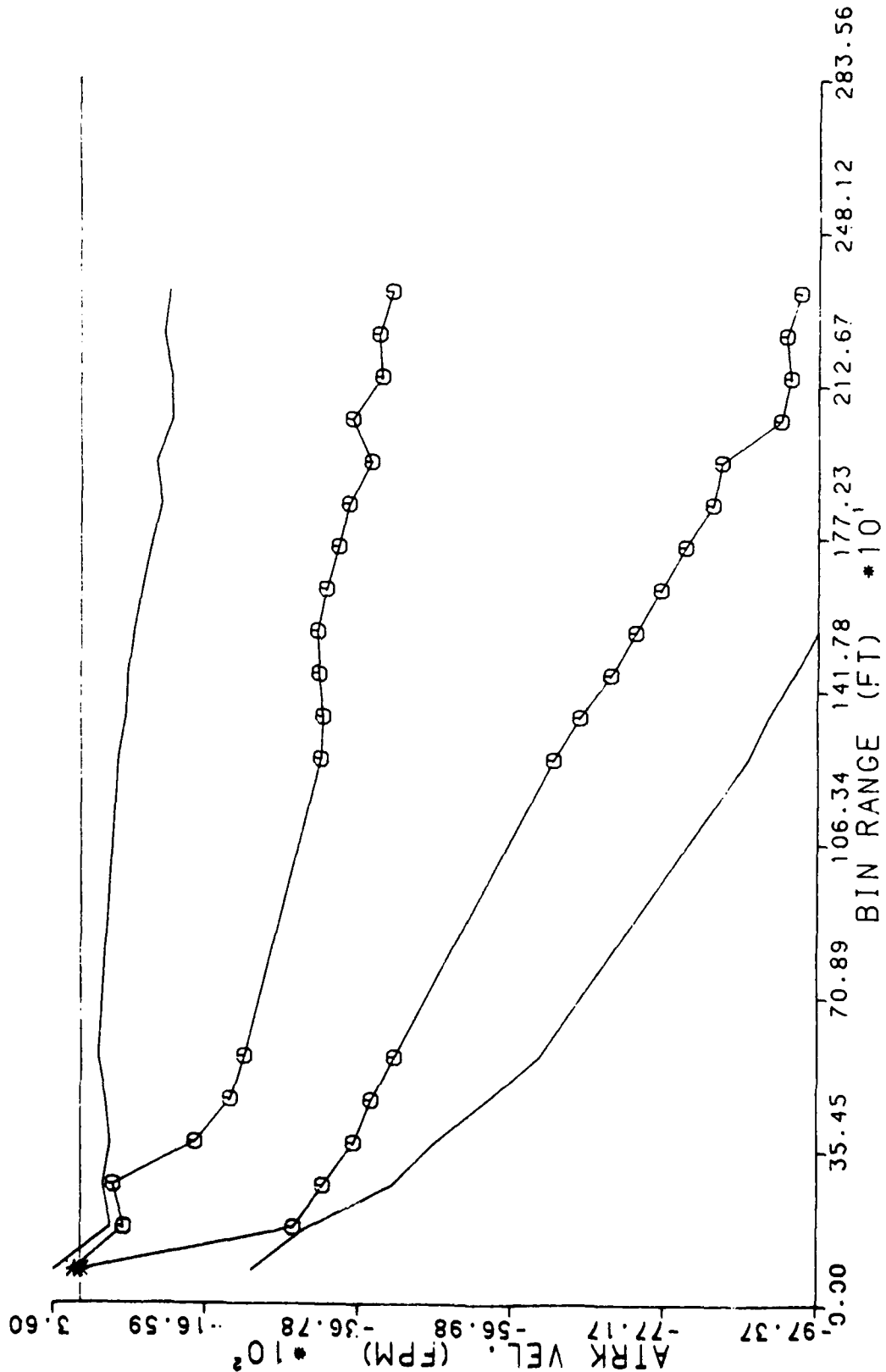
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

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ATLANTIC CITY AIRPORT, NJ 08405

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



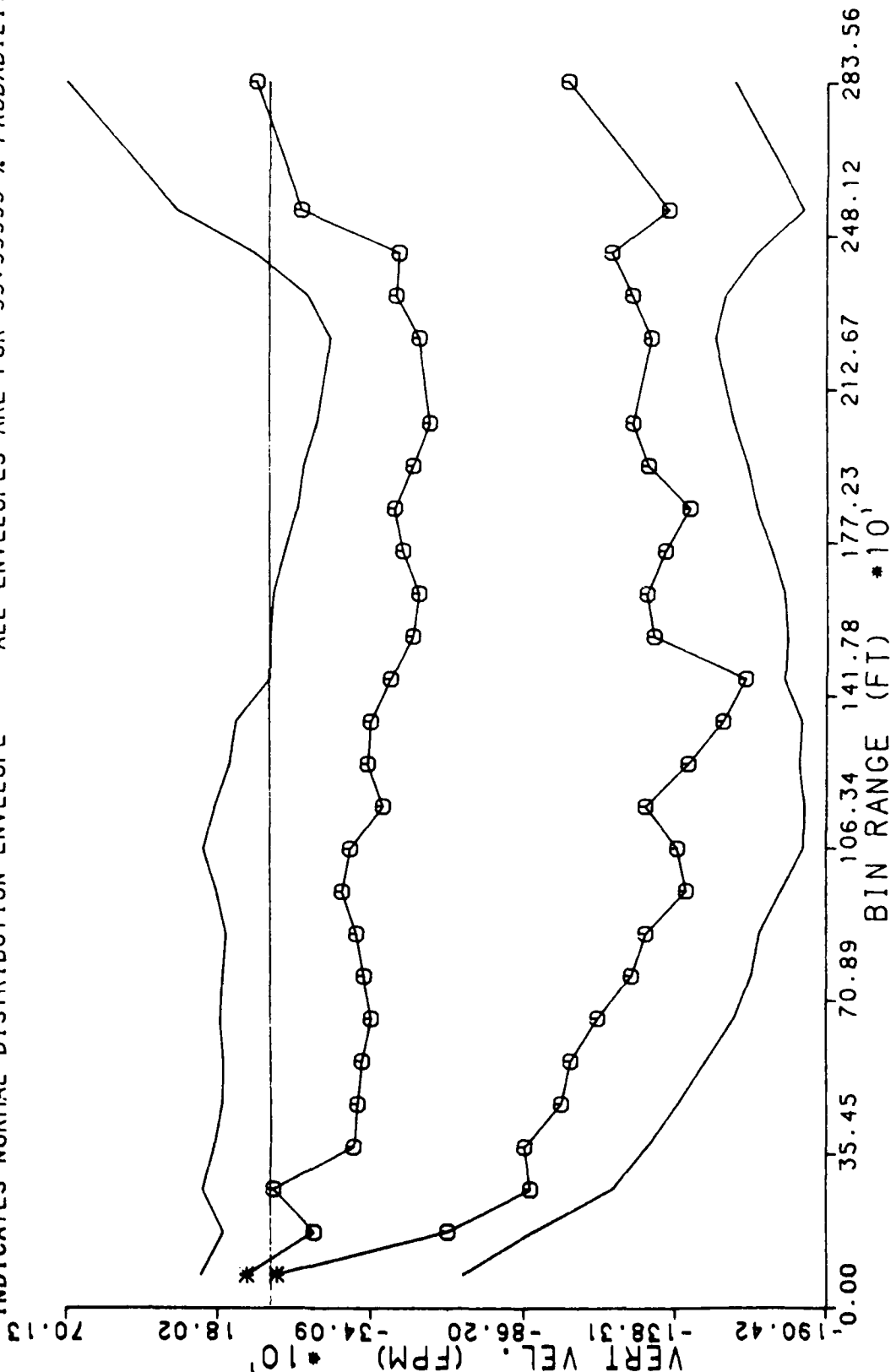
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES

VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

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\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY

10 DEGREE STRAIGHT IN APPROACHES

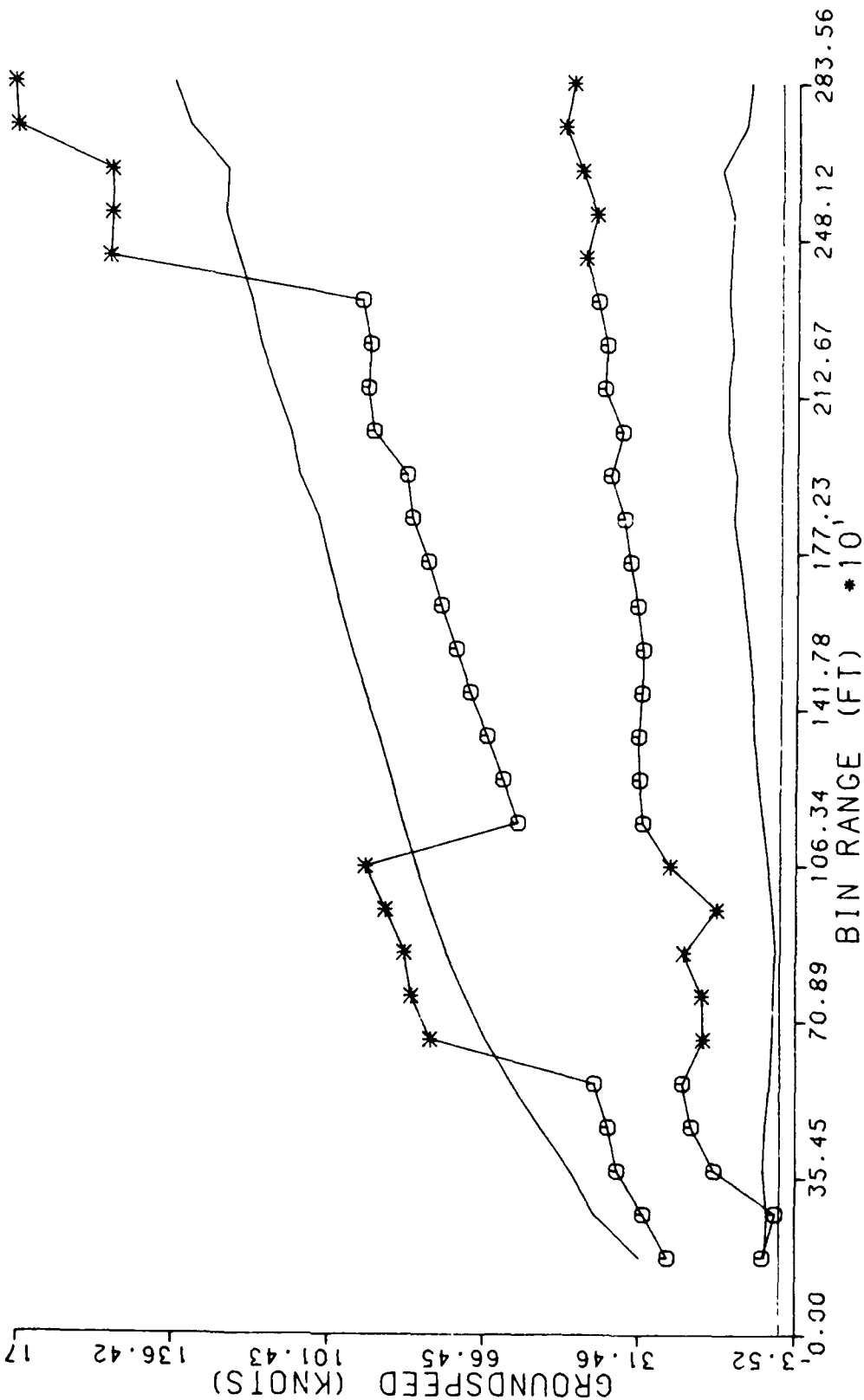
GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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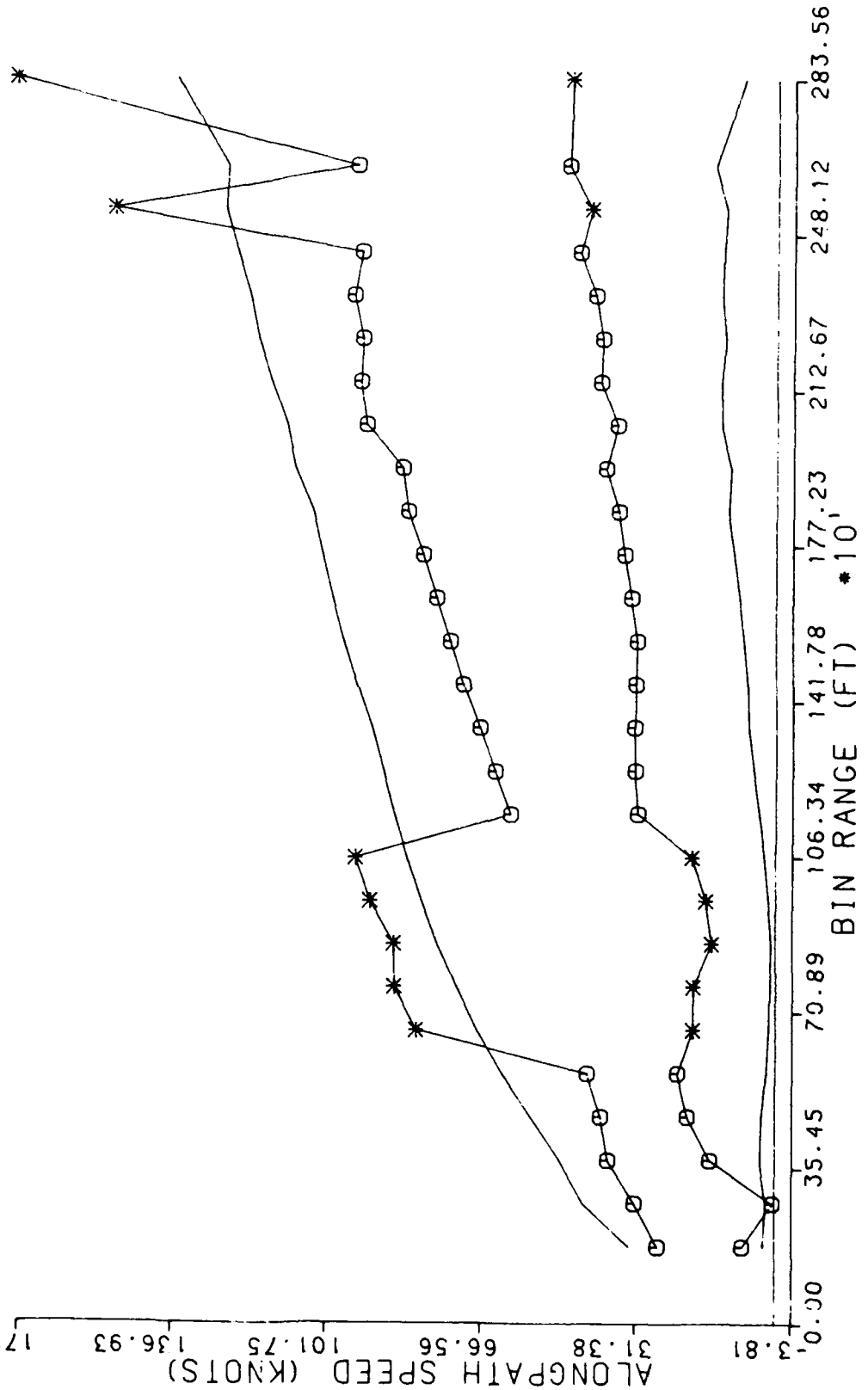
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 --- INDICATES NORMAL DISTRIBUTION ENVELOPE

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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY





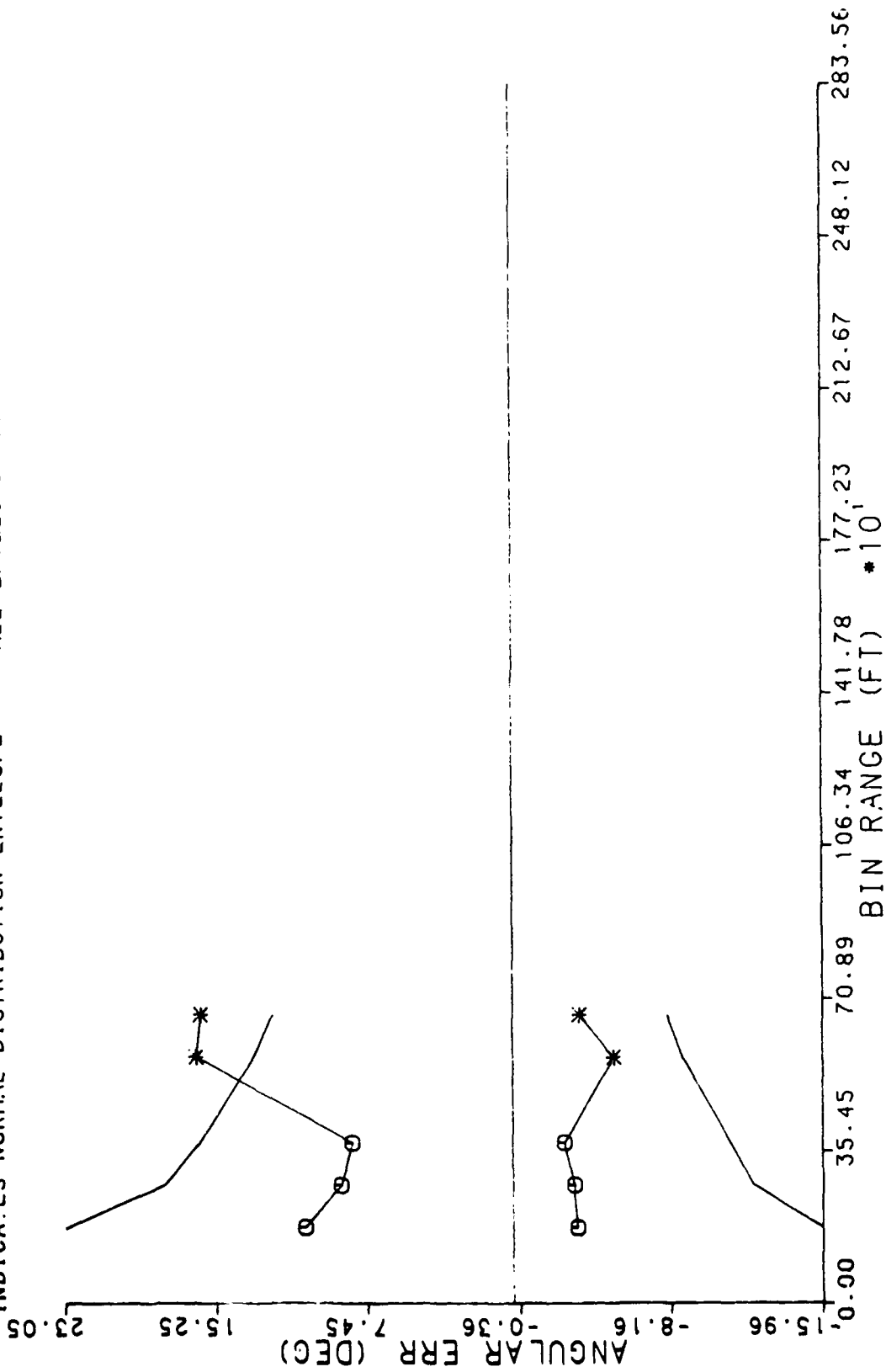
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES

ANGULAR ERROR (DEG) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY

10 DEGREE STRAIGHT IN APPROACHES

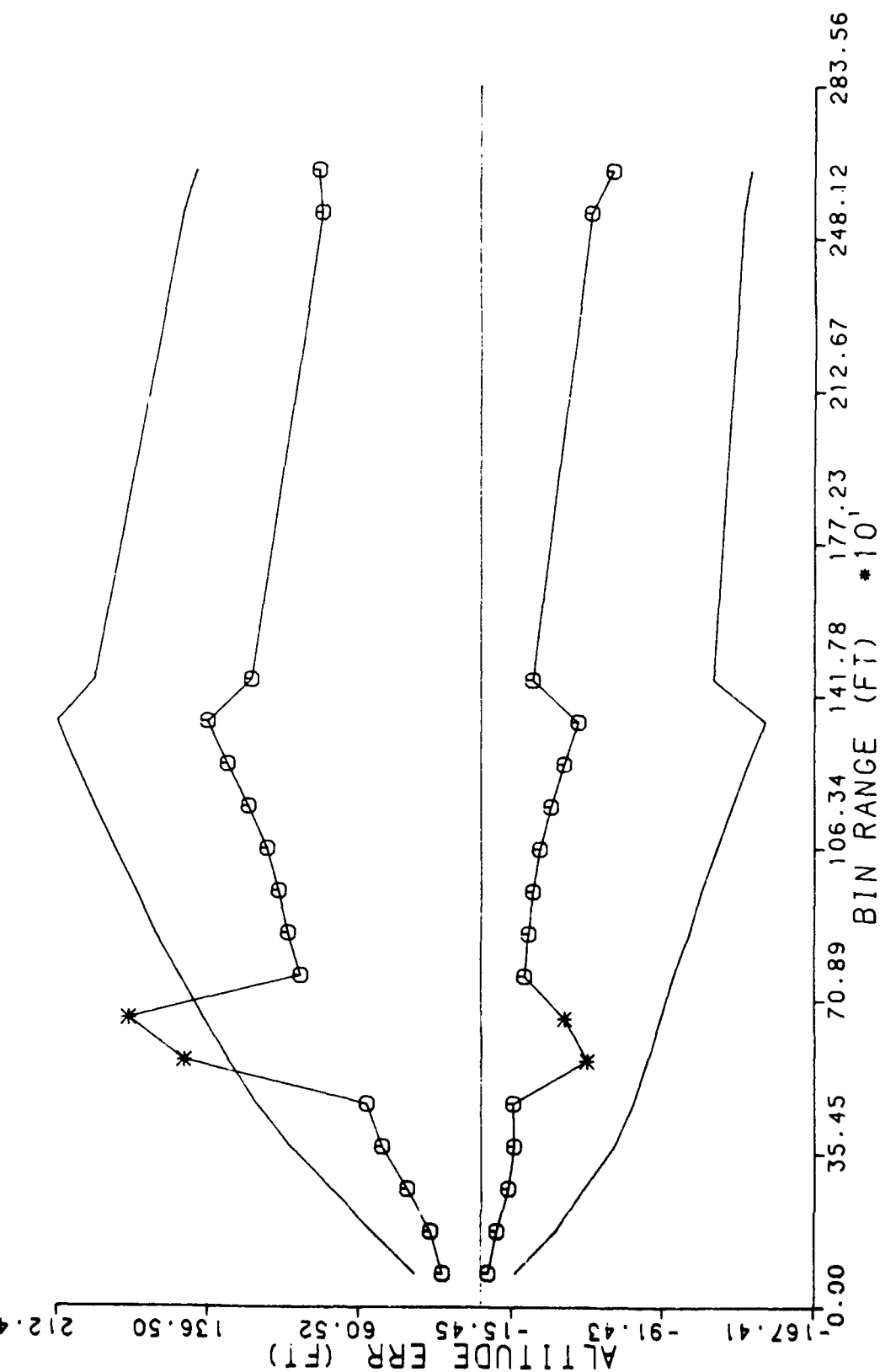
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

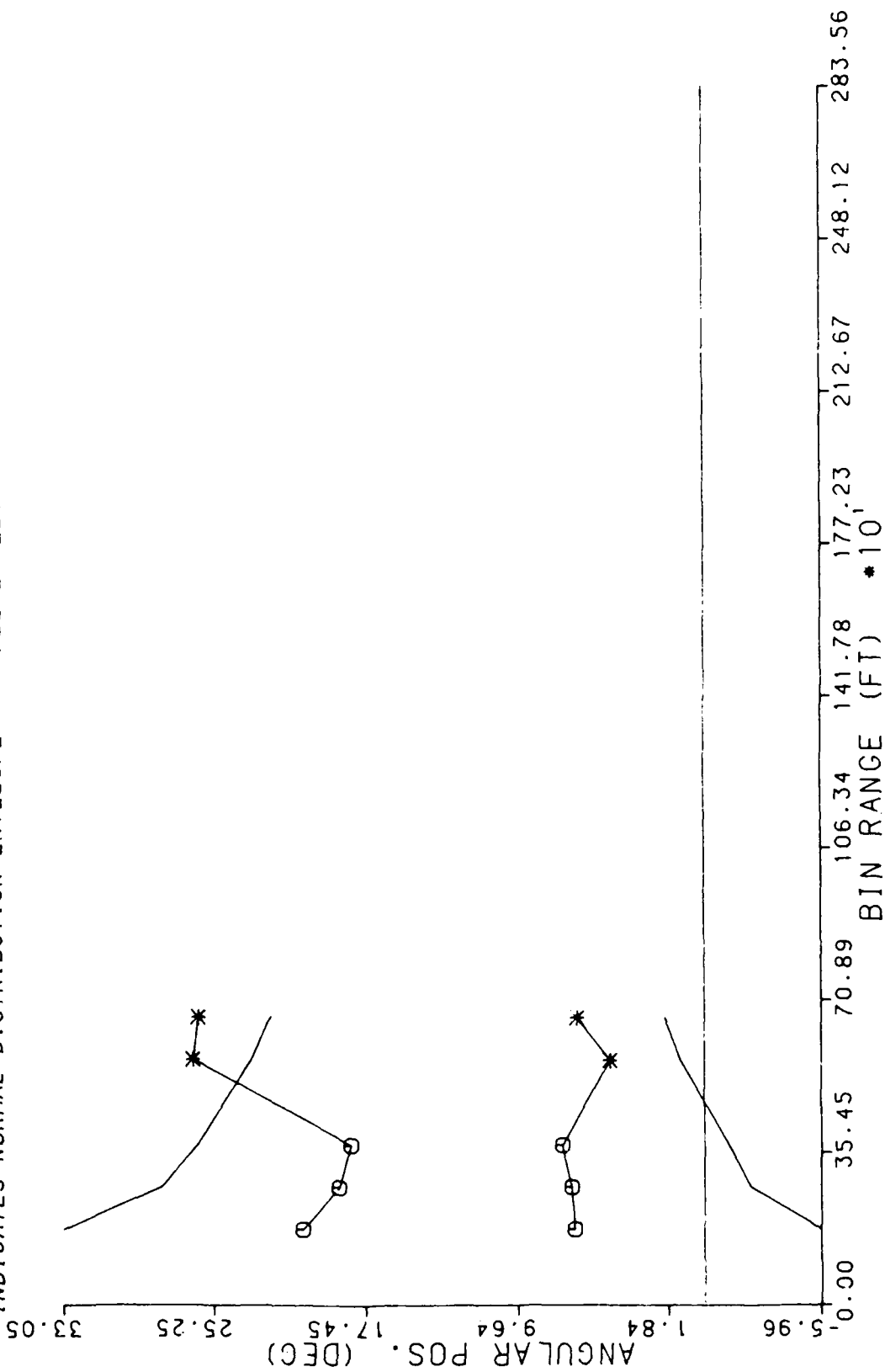
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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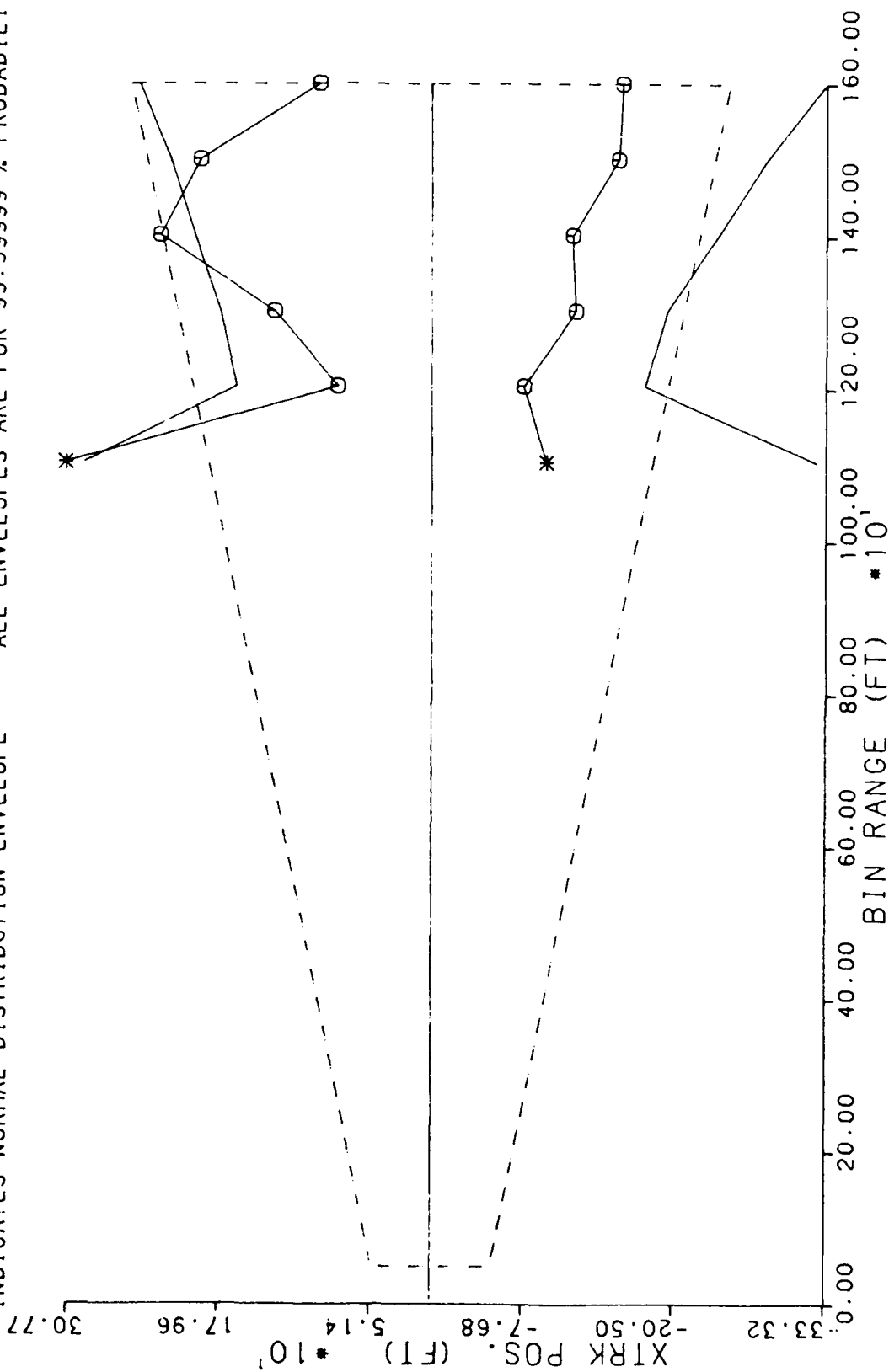
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE CURVED APPROACHES

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CROSSRACK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
O INDICATES BETA DISTRIBUTION RANGE LIMIT \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
-- INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS--- UH1 DATA ONLY

7 DEGREE CURVED APPROACHES

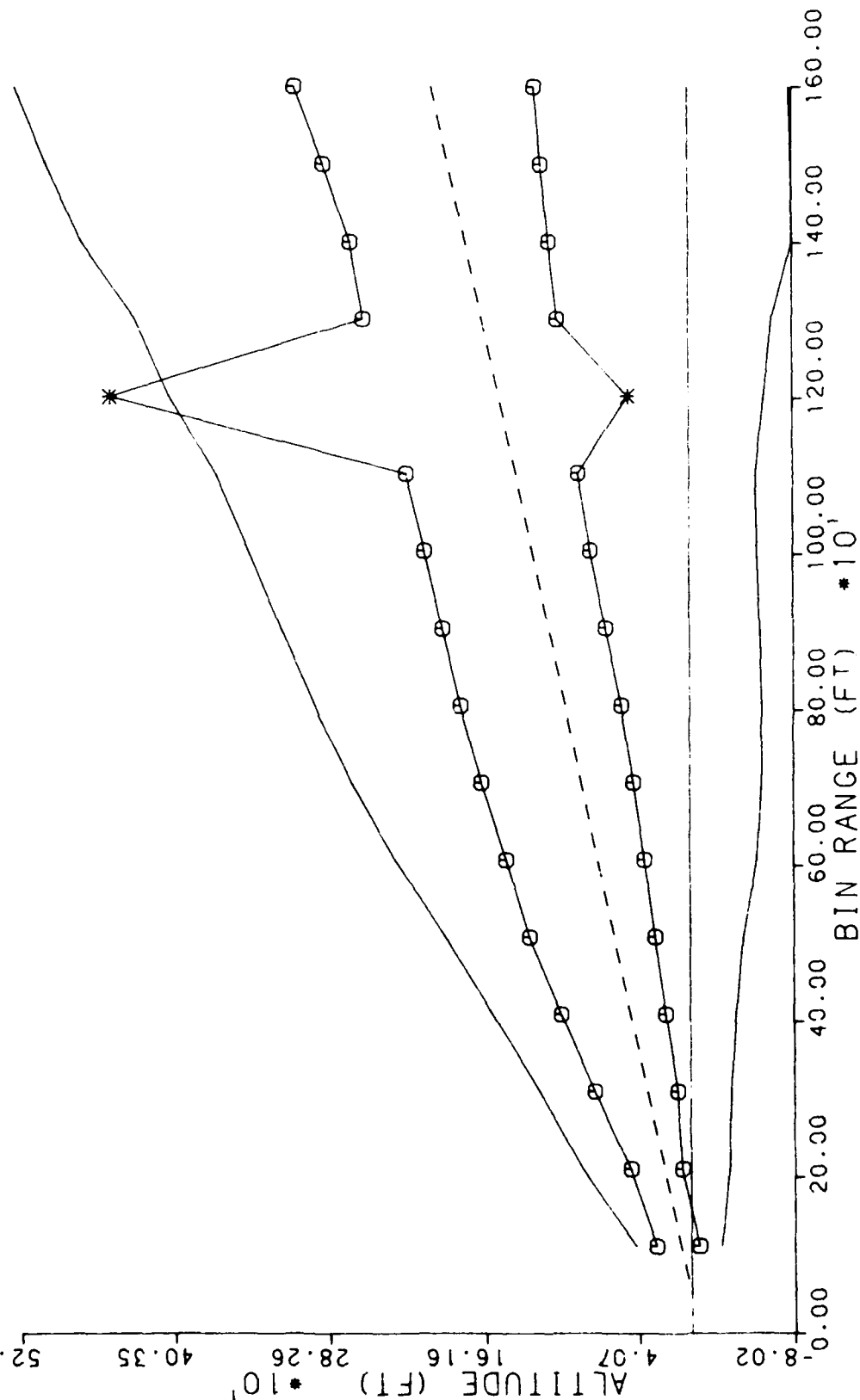
ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



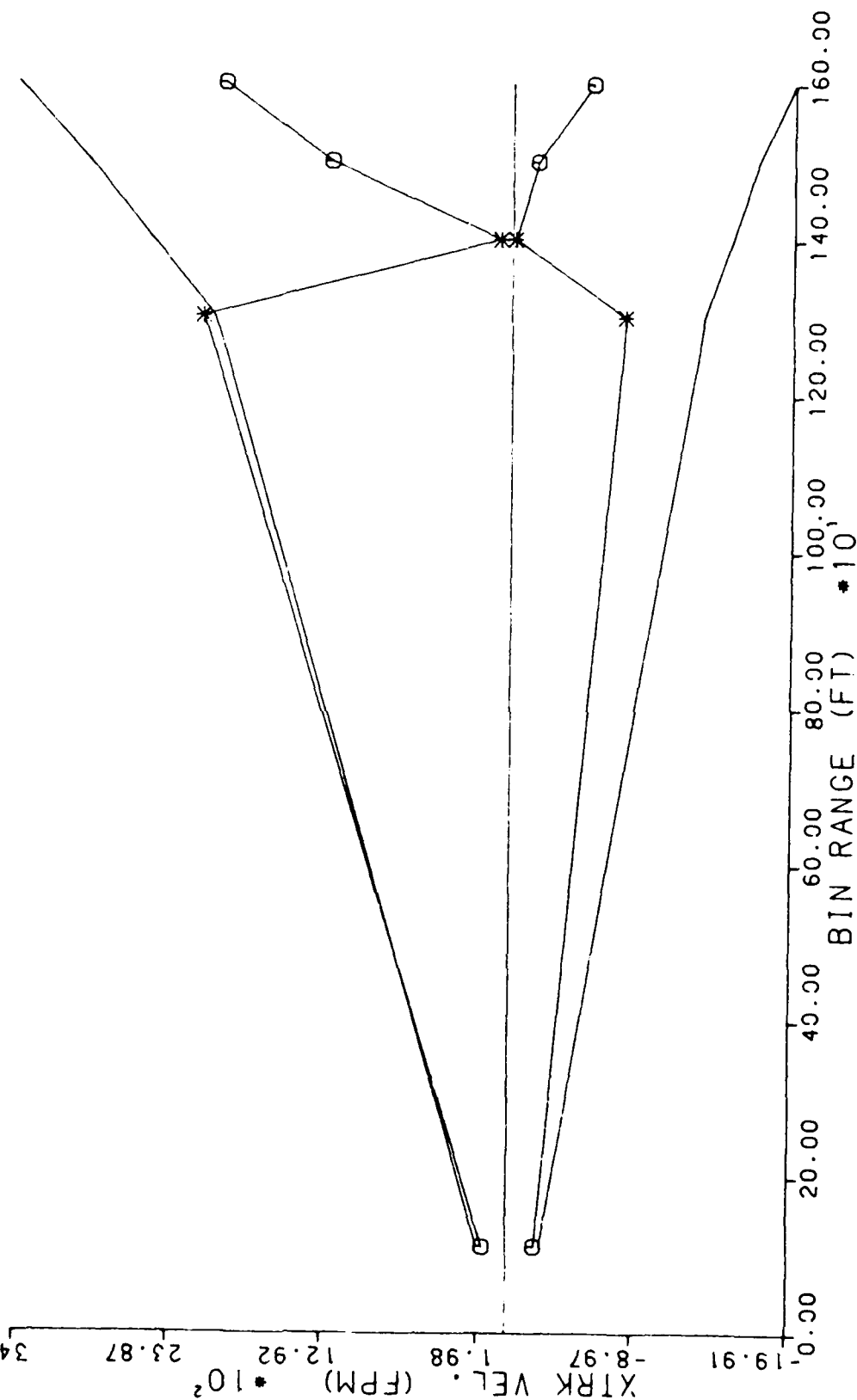
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE CURVED APPROACHES

CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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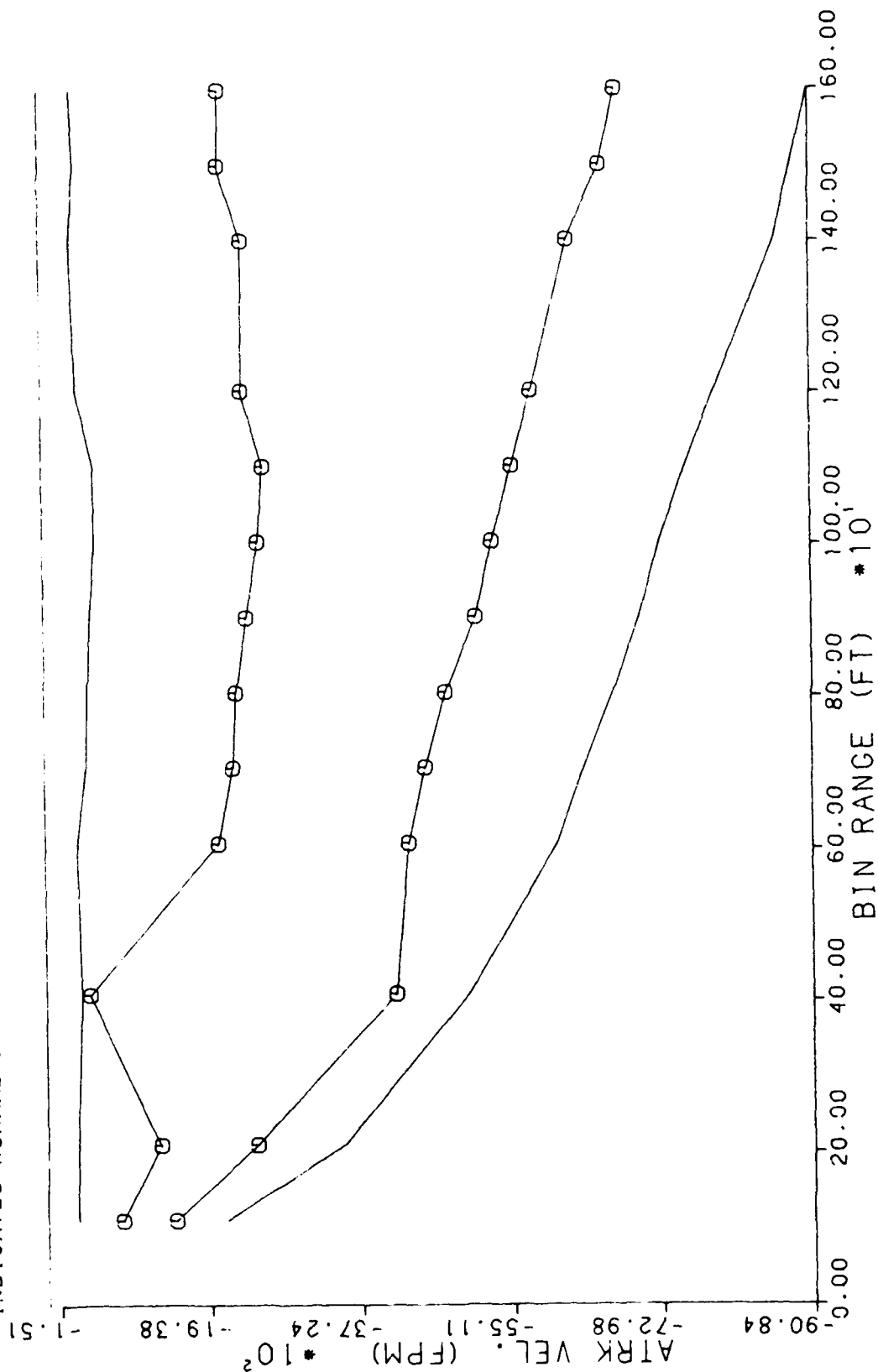
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE CURVED APPROACHES  
 ALONG TRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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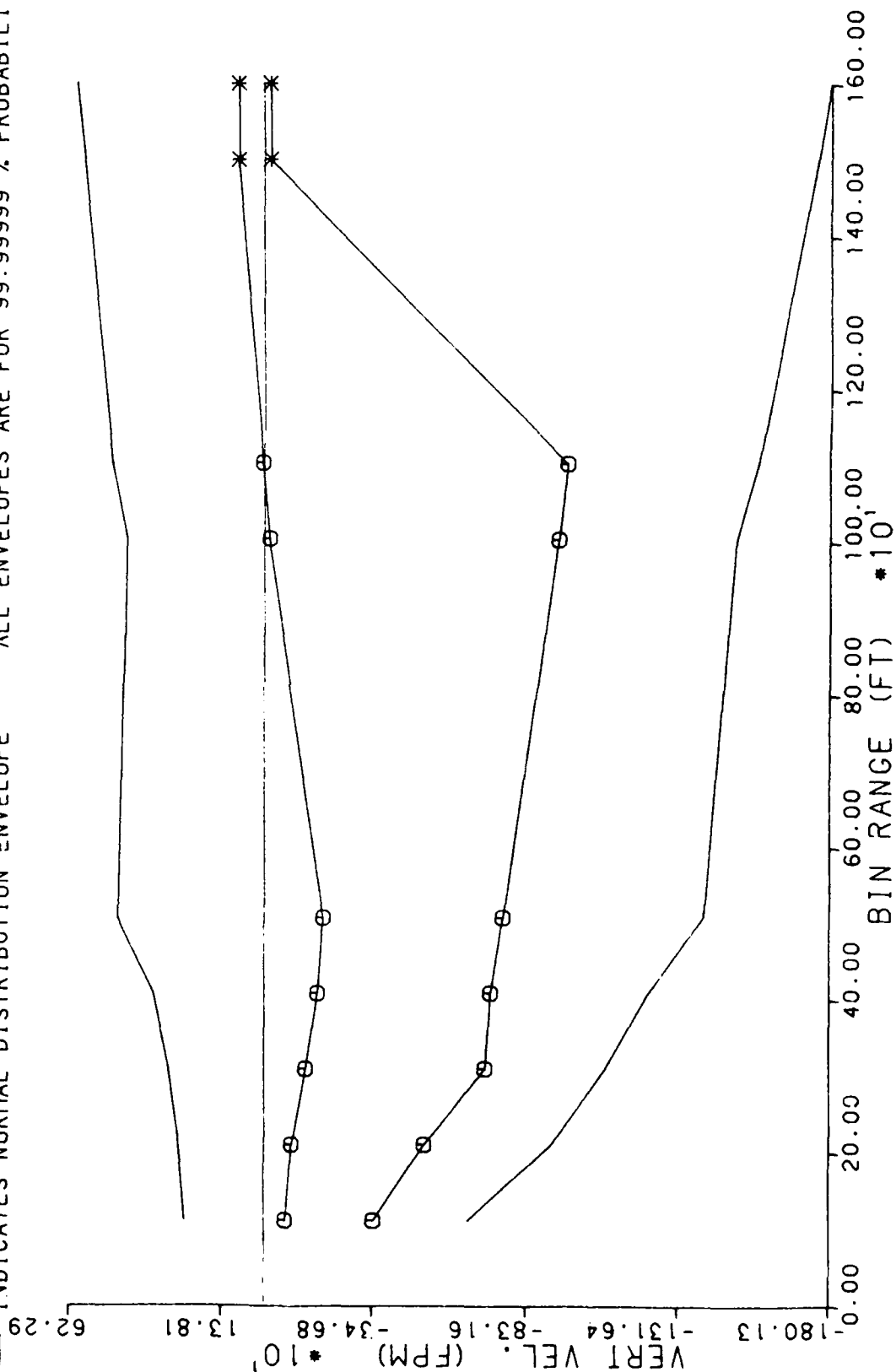
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE CURVED APPROACHES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY





VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY

7 DEGREE CURVED APPROACHES

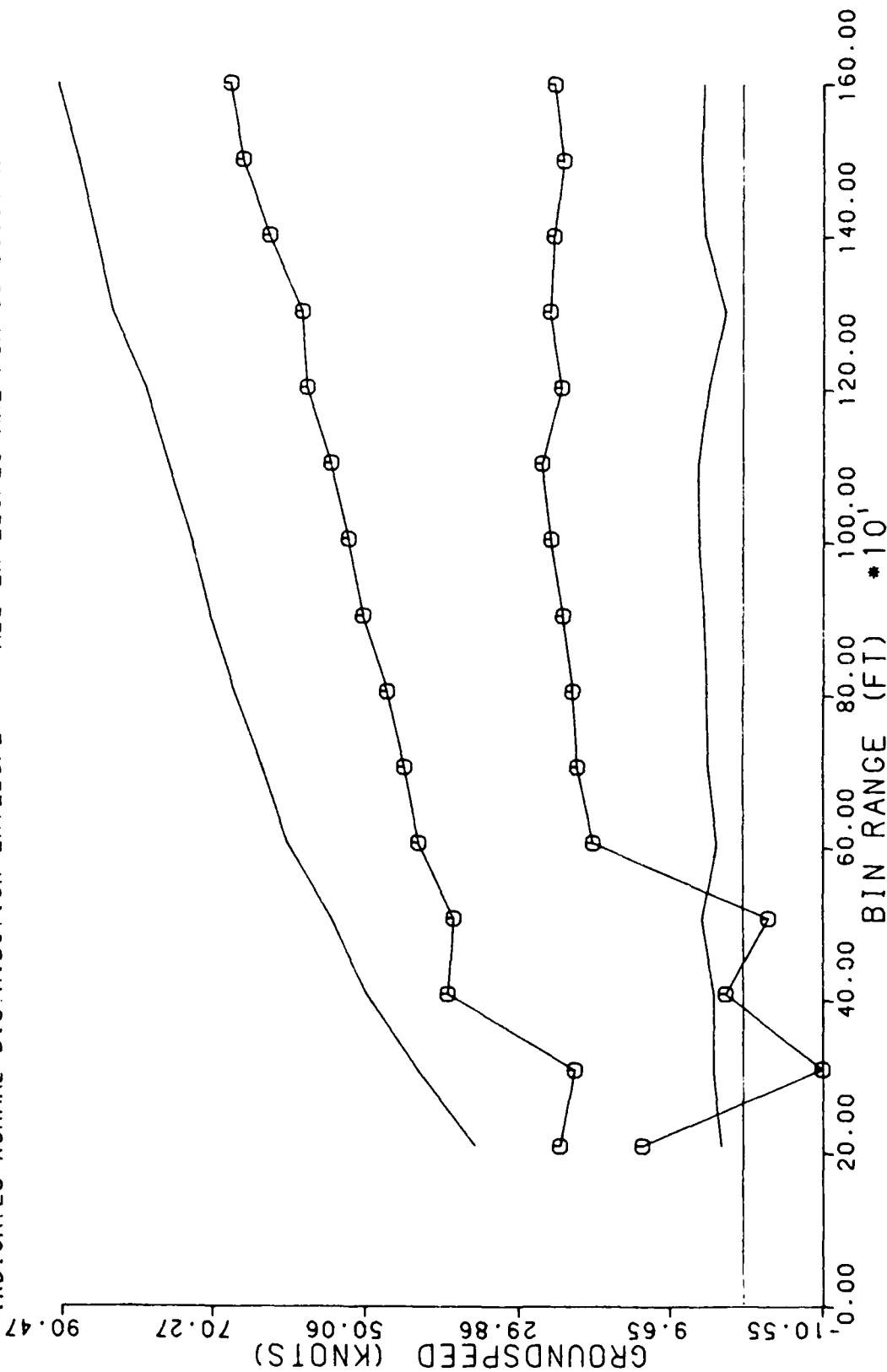
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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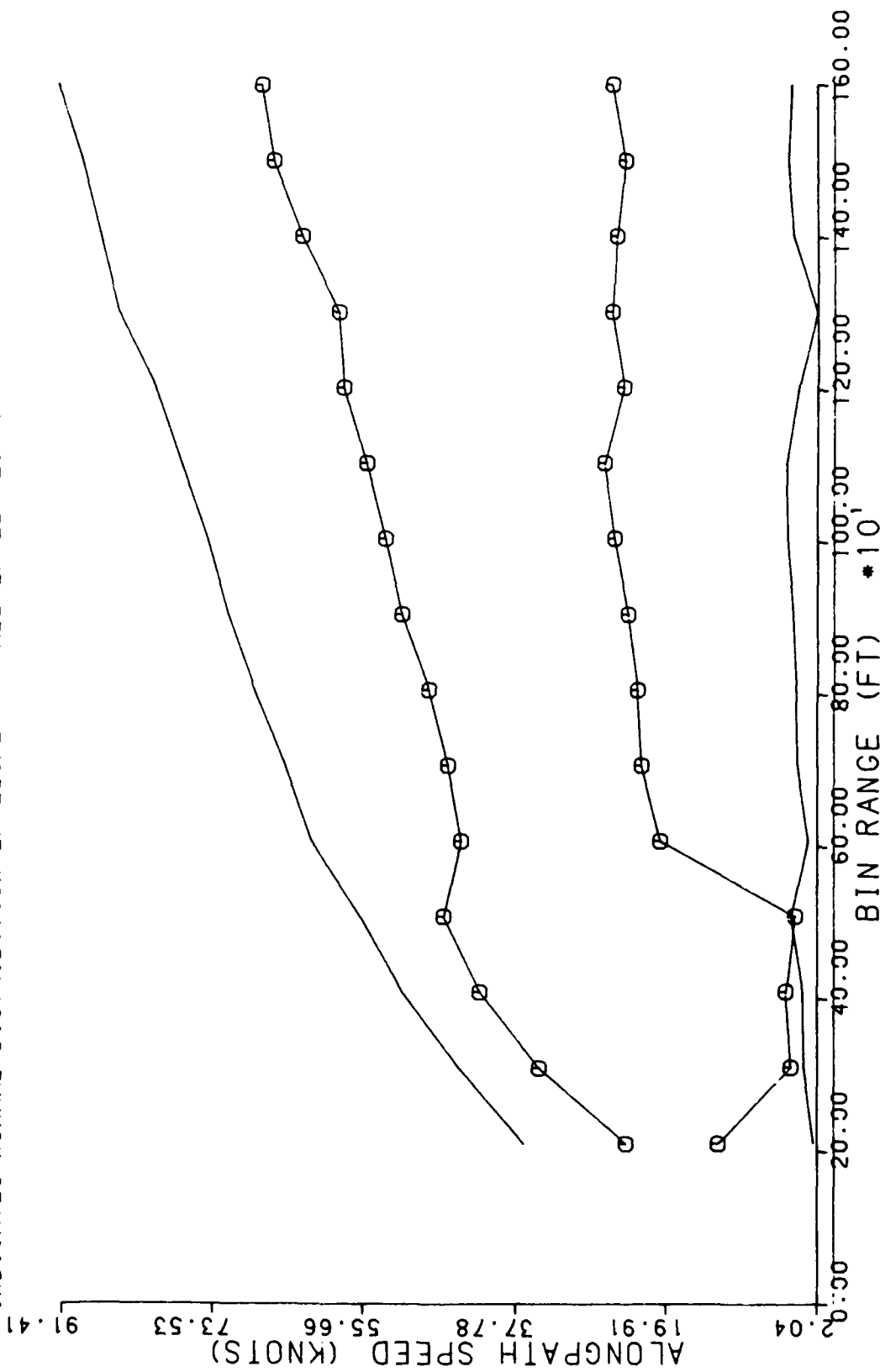
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE CURVED APPROACHES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

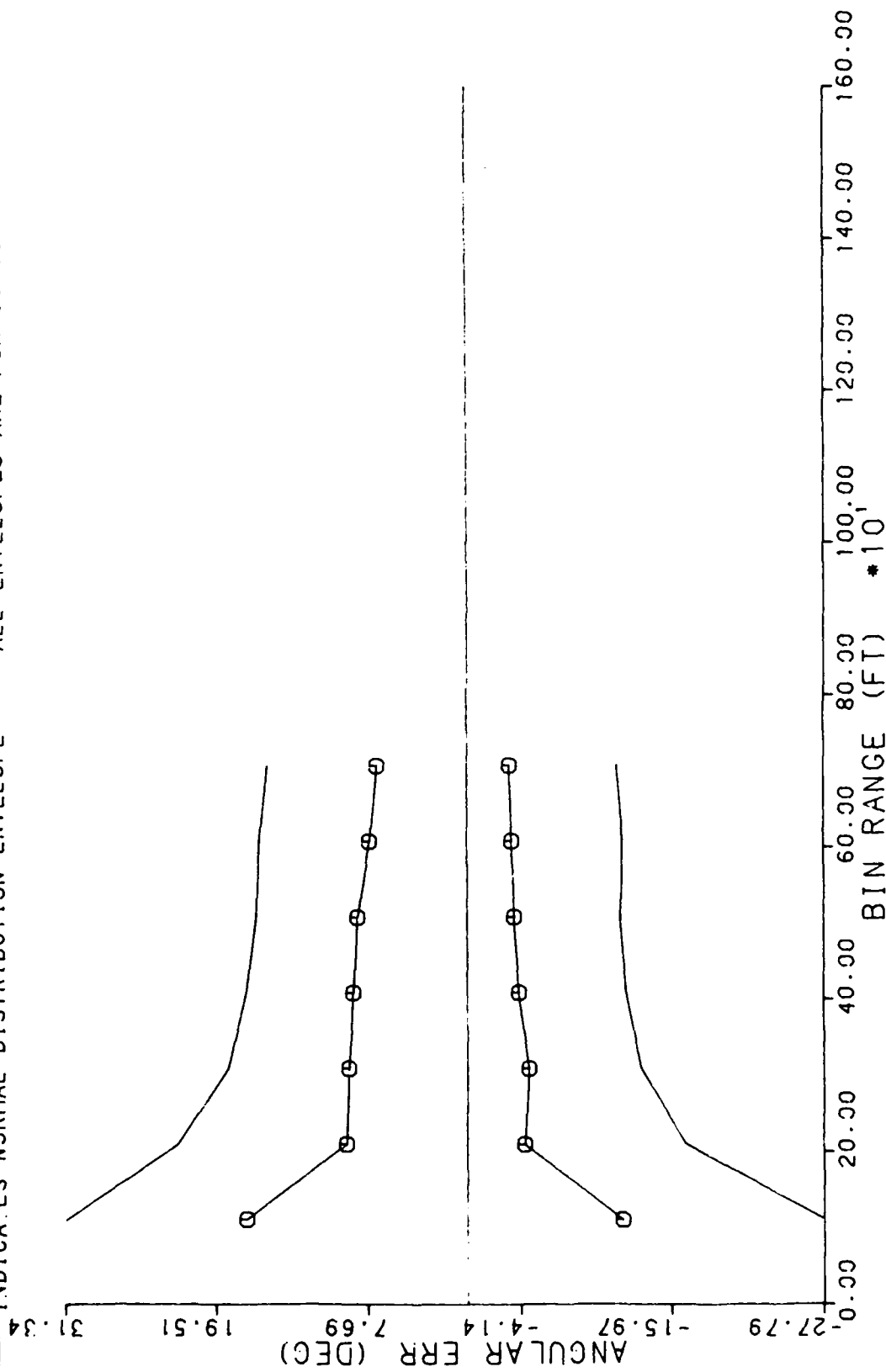
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE CURVED APPROACHES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE CURVED APPROACHES

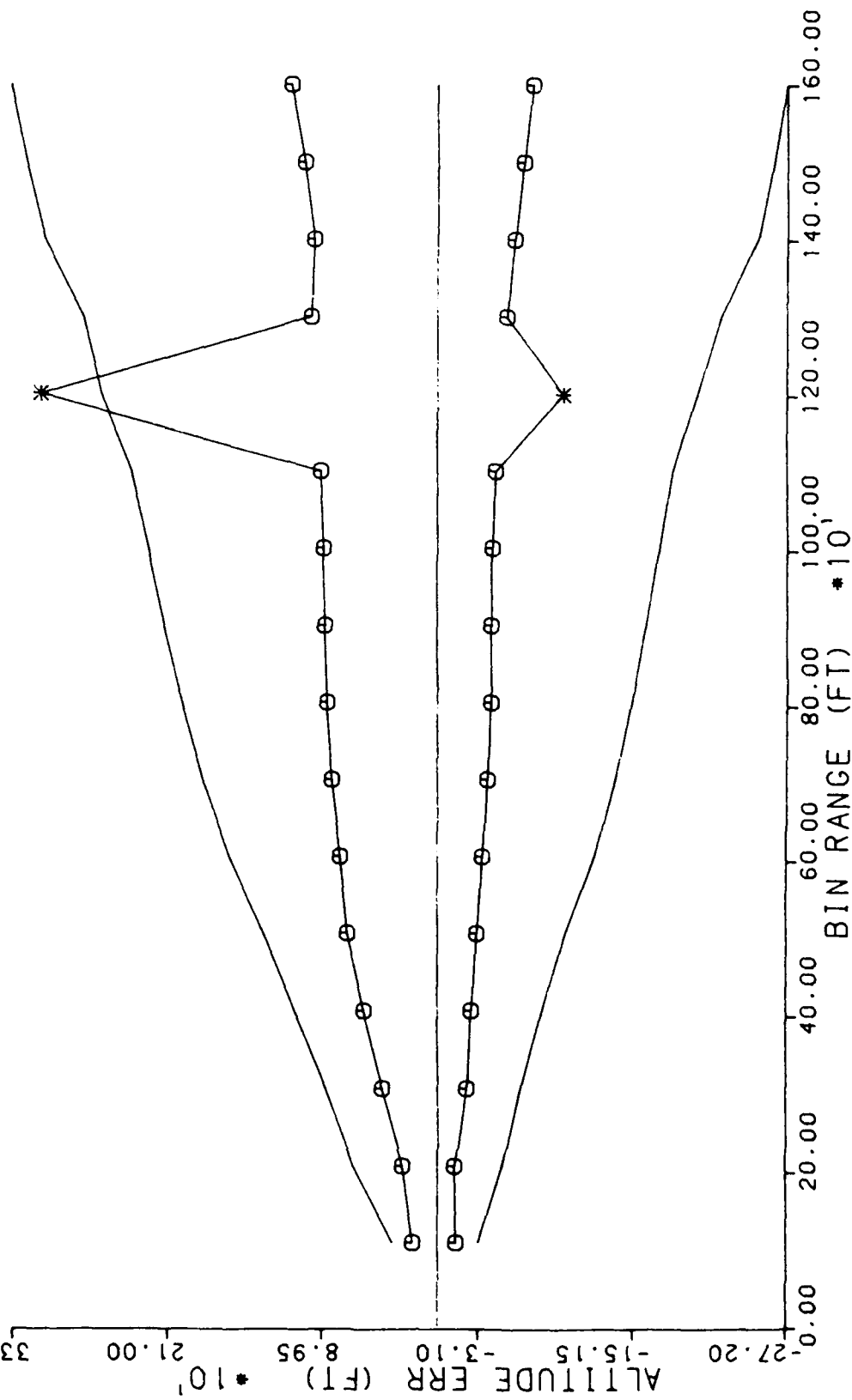
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

O INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTA CITY AIRPORT. NJ 08425

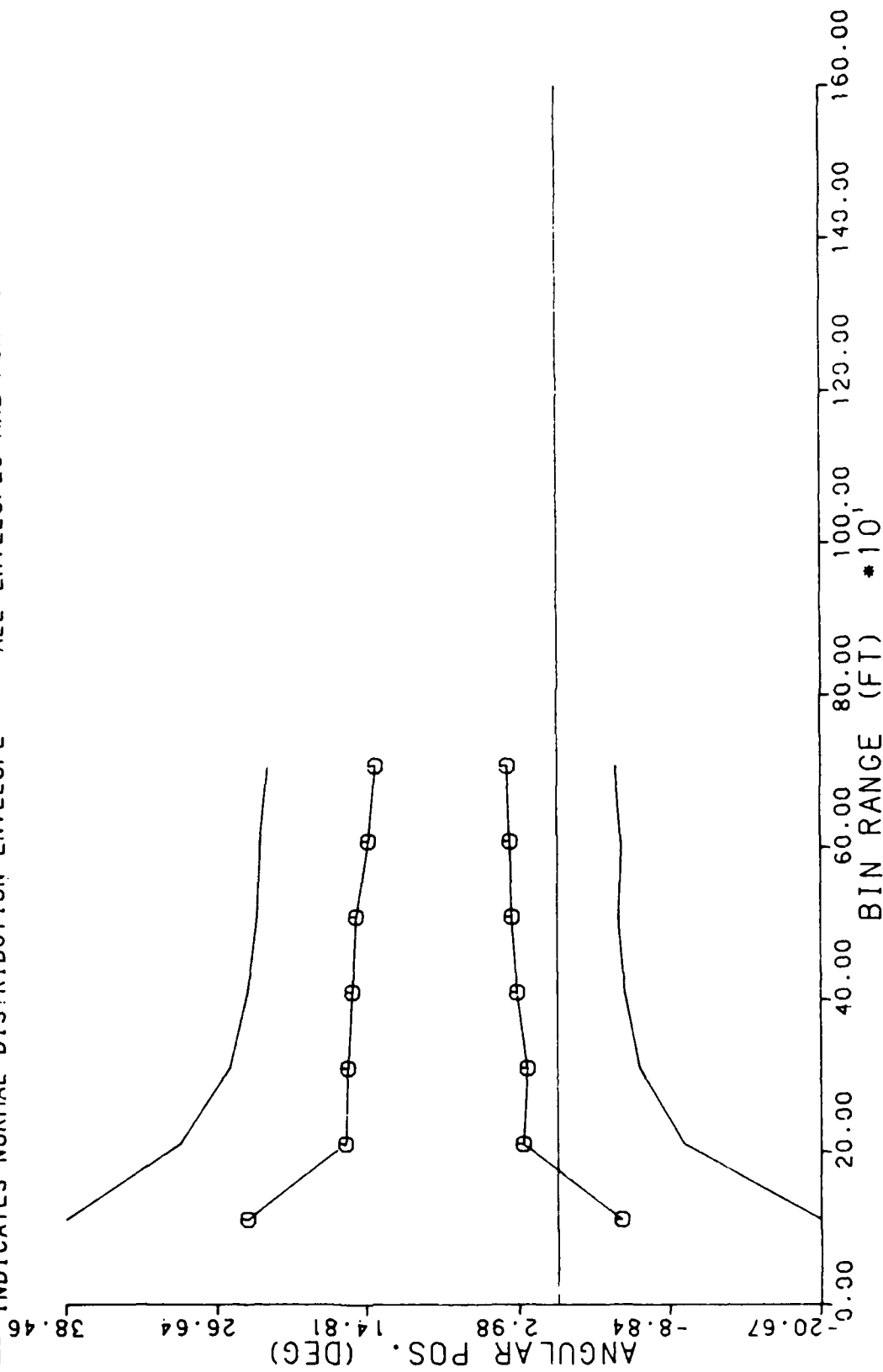
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE CURVED APPROACHES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

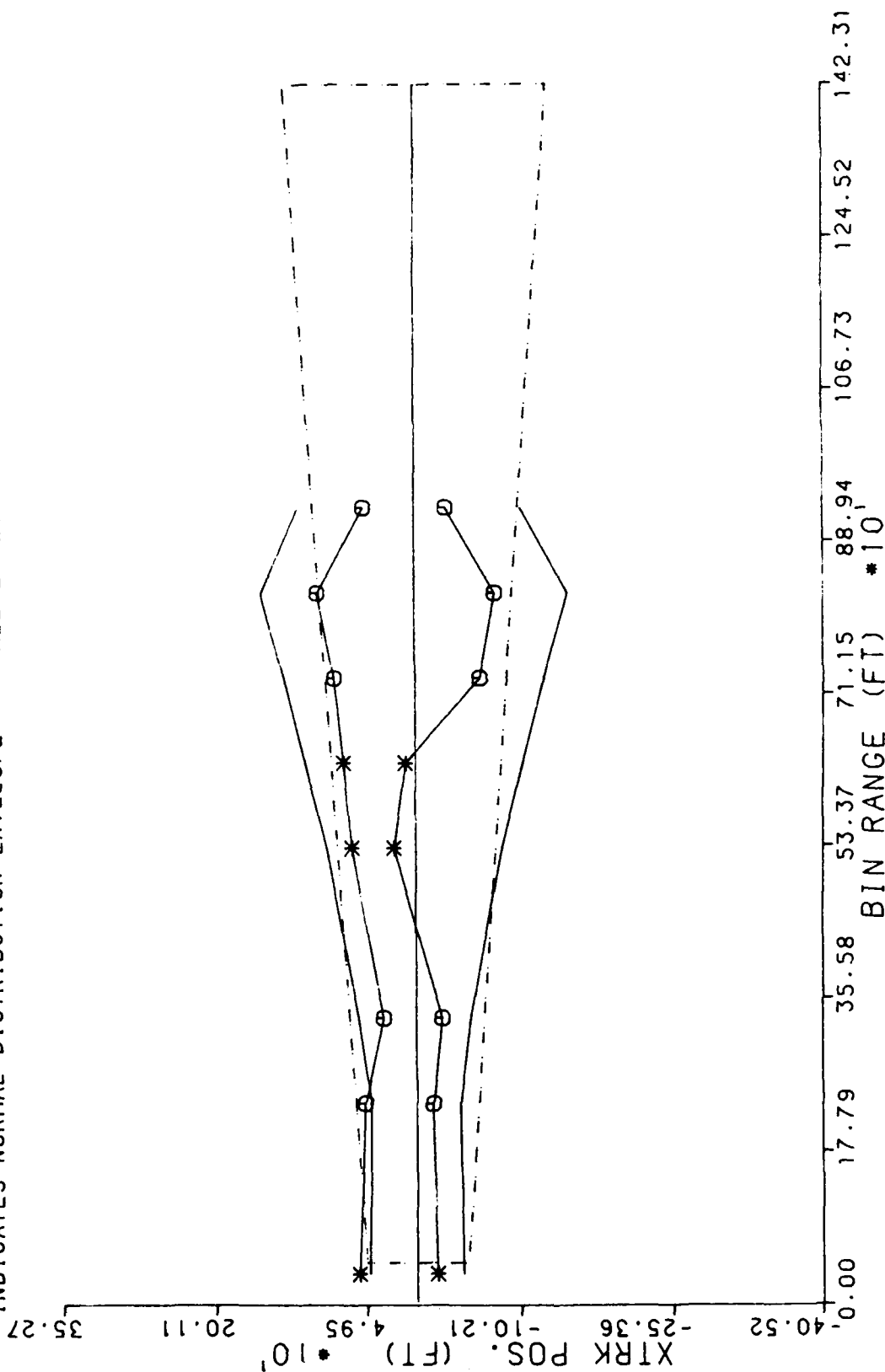
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



AVC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
8 DEGREE CURVED APPROACHES

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
INDICATES BETA DISTRIBUTION RANGE LIMIT \*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
-- INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

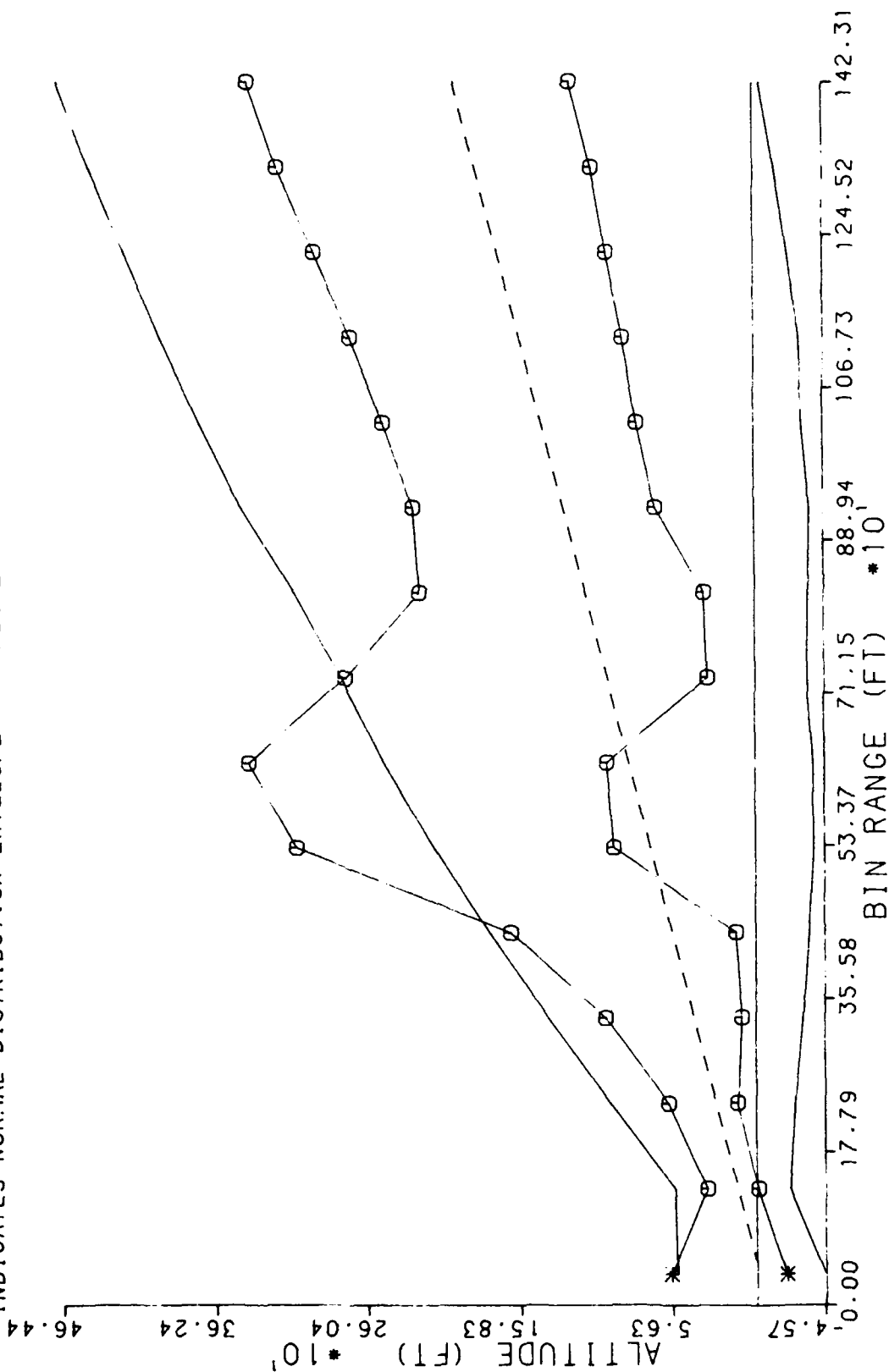
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
8 DEGREE CURVED APPROACHES

ALTITUDE (FT) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

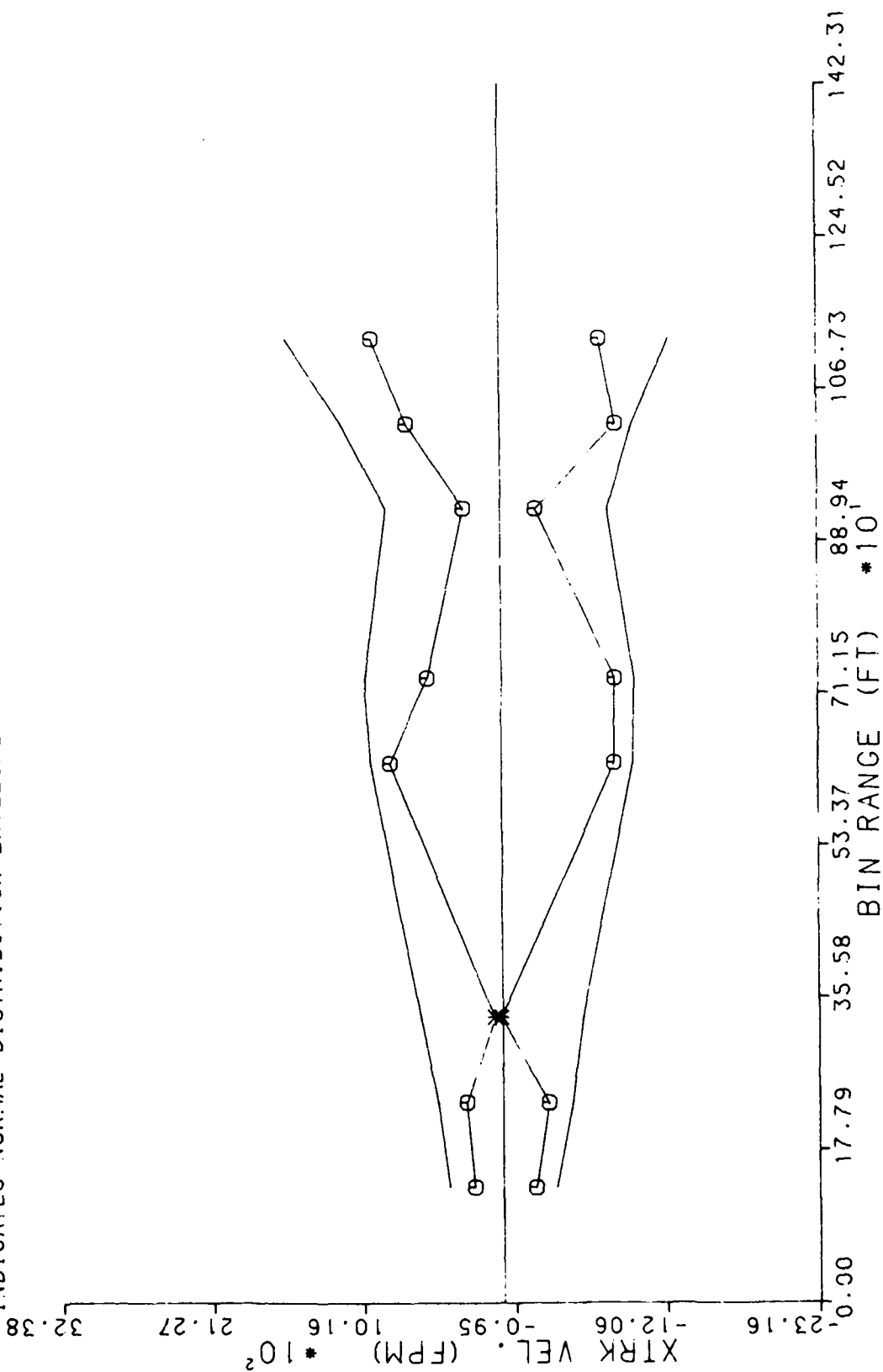
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH) DATA ONLY  
 8 DEGREE CURVED APPROACHES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTA CITY AIRPORT, NJ 08405

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY





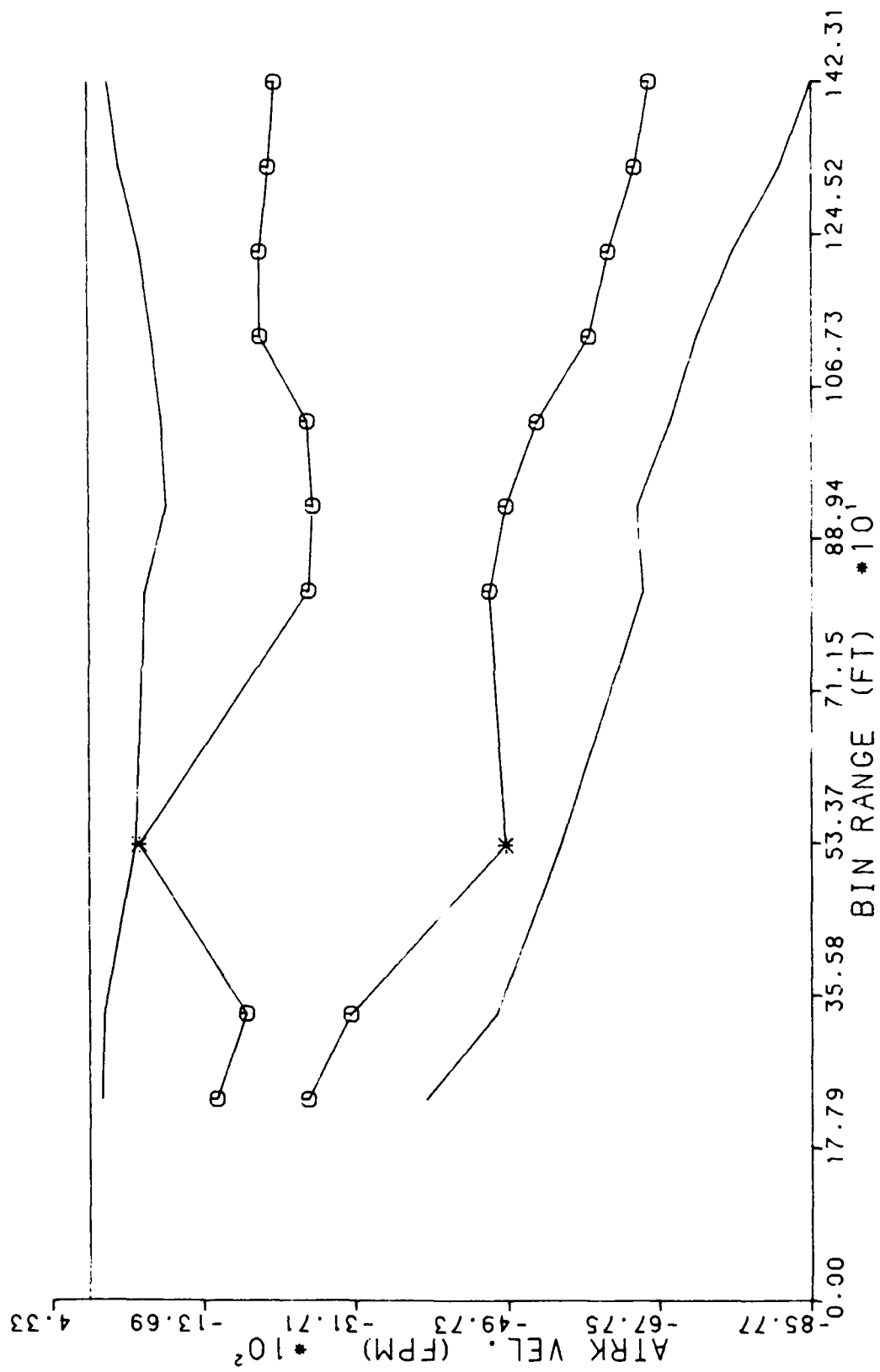
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
8 DEGREE CURVED APPROACHES

ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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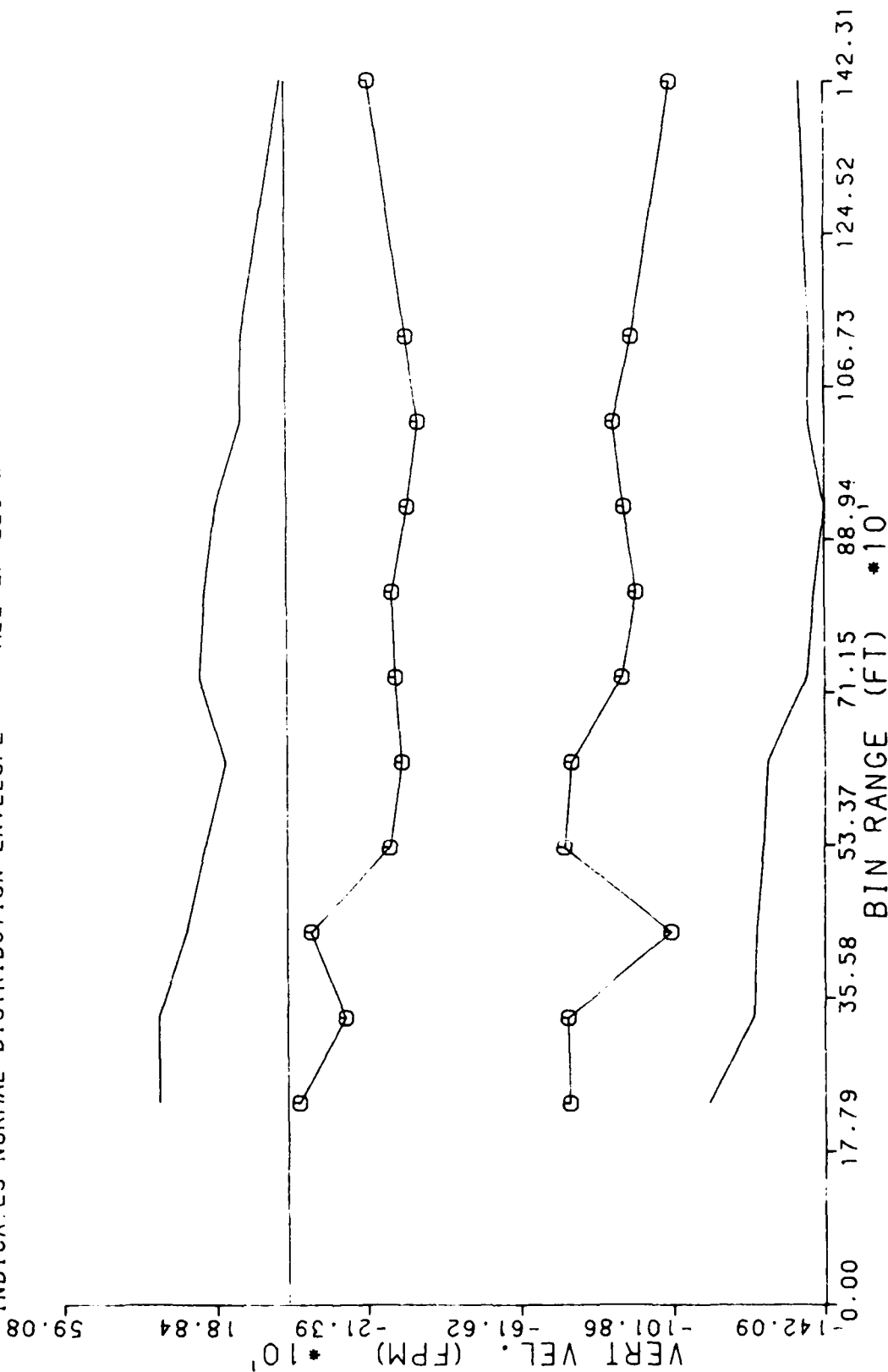
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 8 DEGREE CURVED APPROACHES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

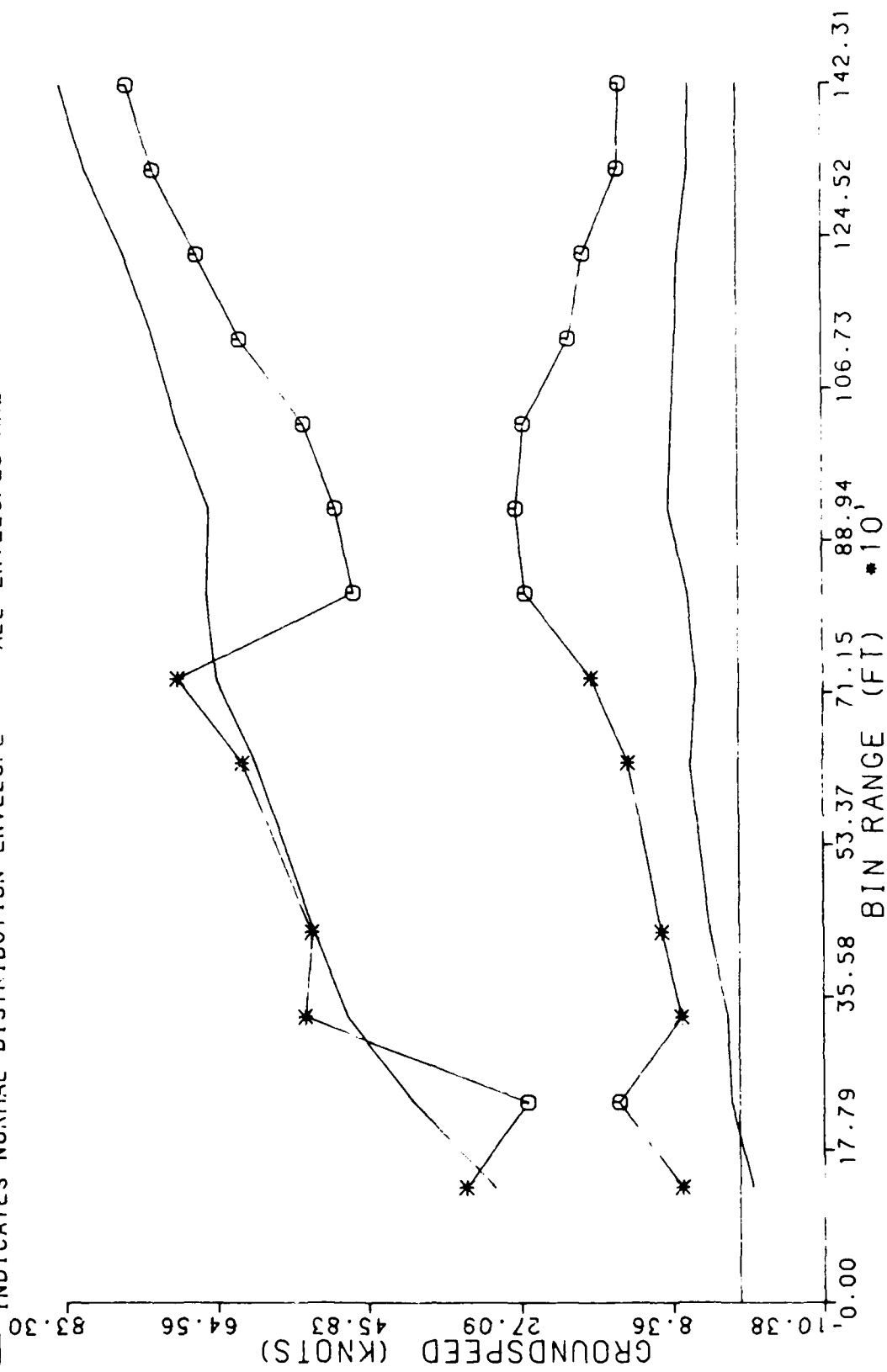
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 8 DEGREE CURVED APPROACHES  
 GROUND SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

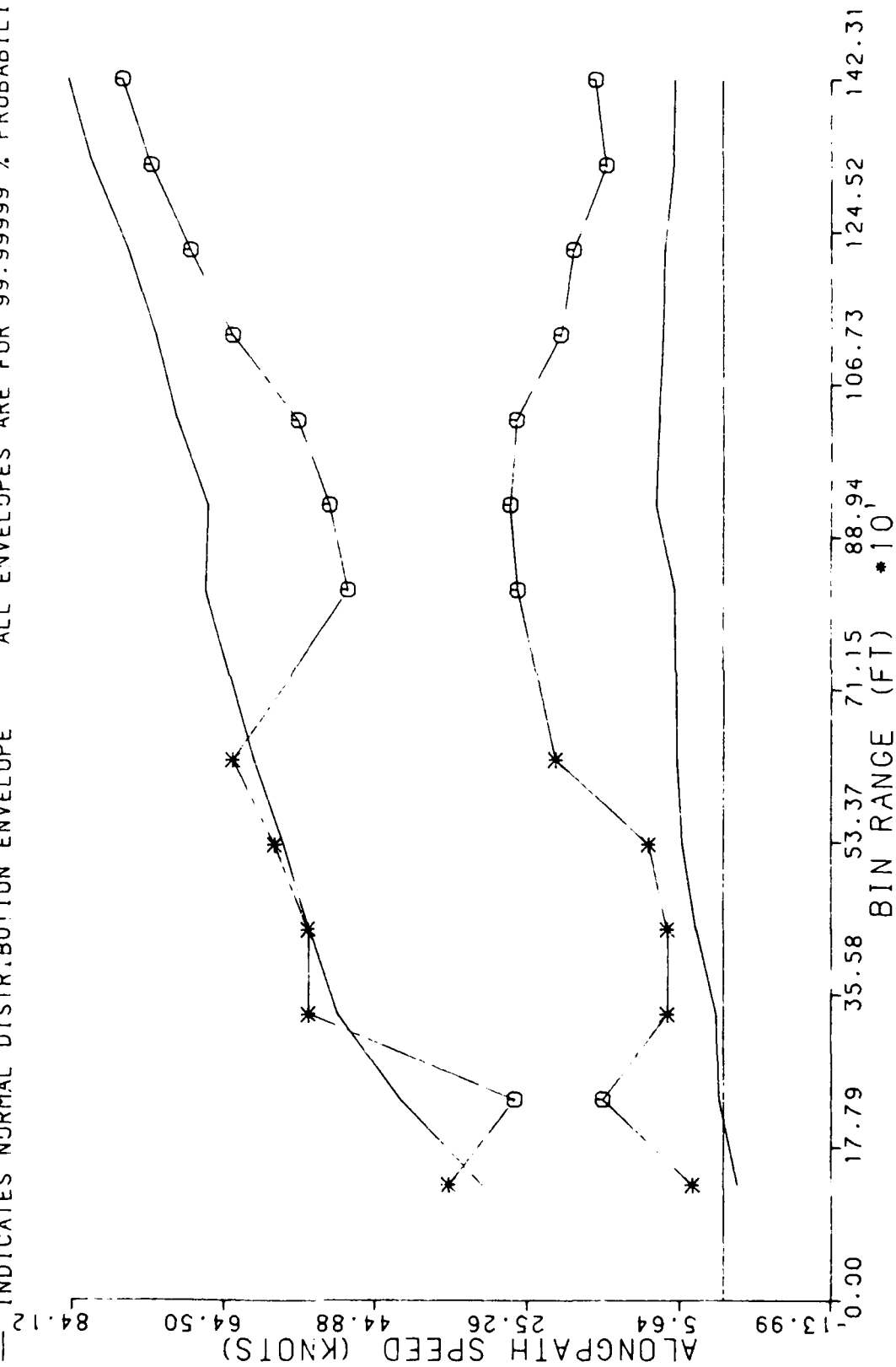
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 8 DEGREE CURVED APPROACHES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

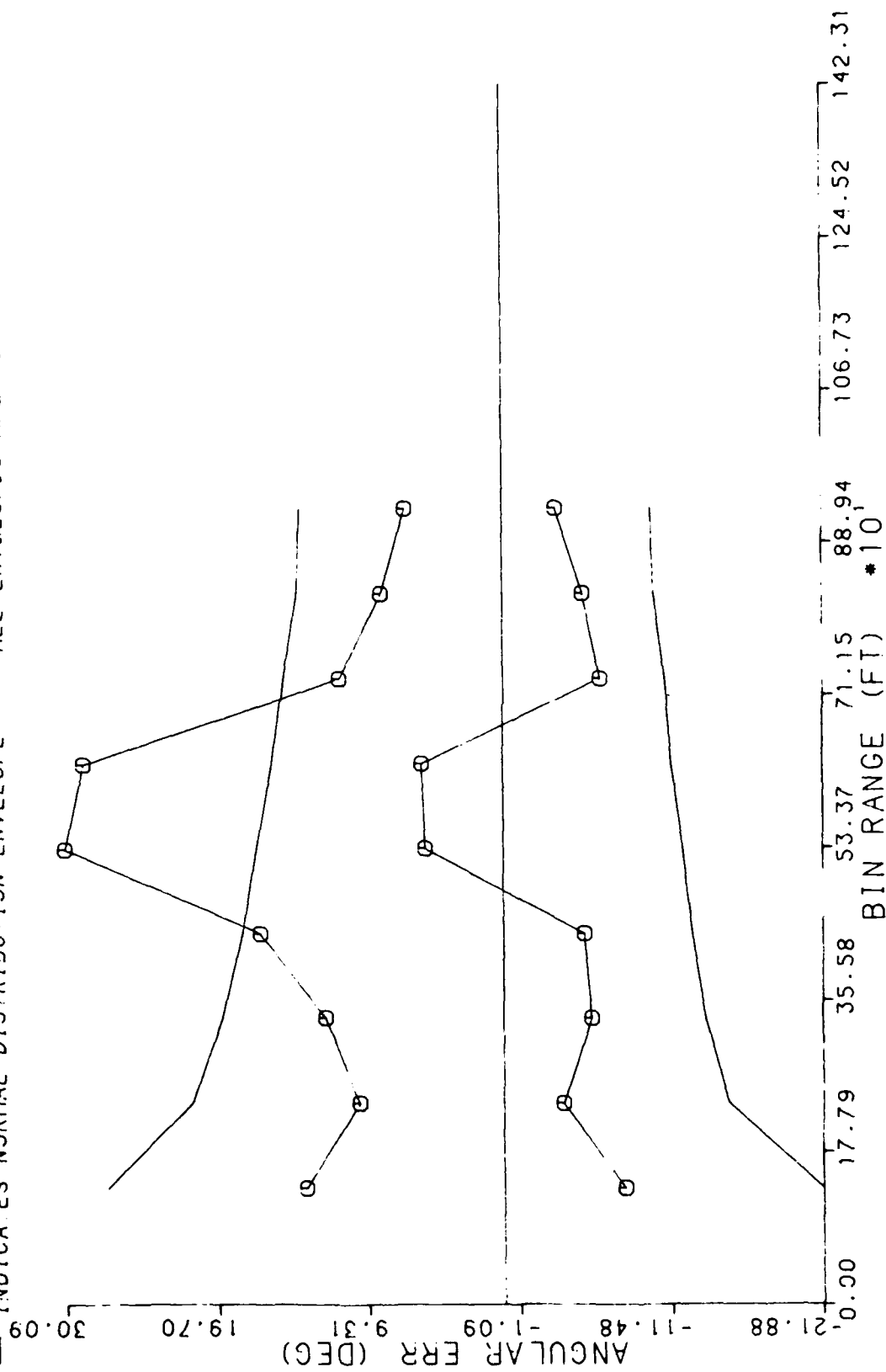
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 8 DEGREE CURVED APPROACHES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTA CITY AIRPORT MJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999% PROBABILITY



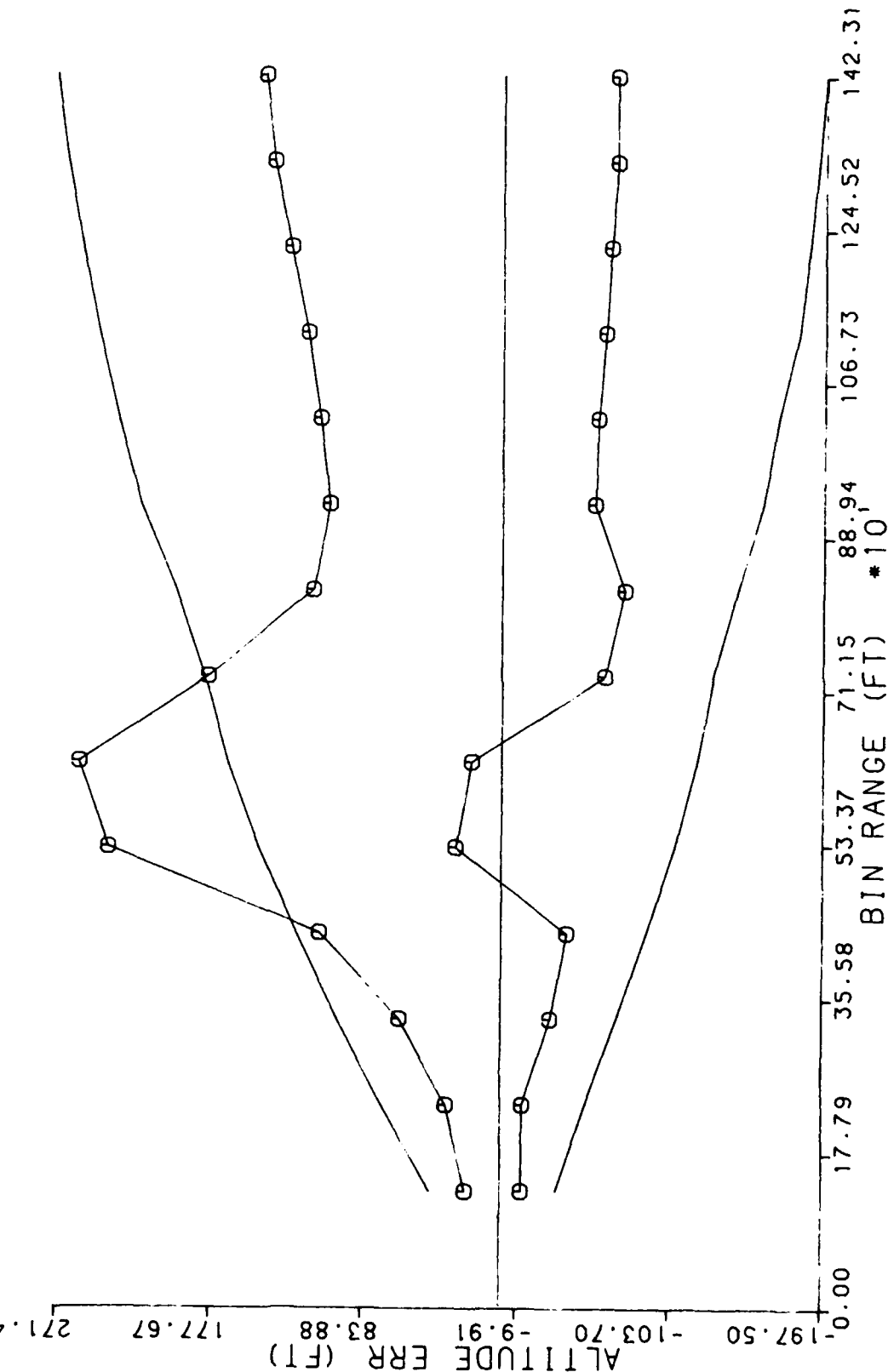
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
8 DEGREE CURVED APPROACHES

ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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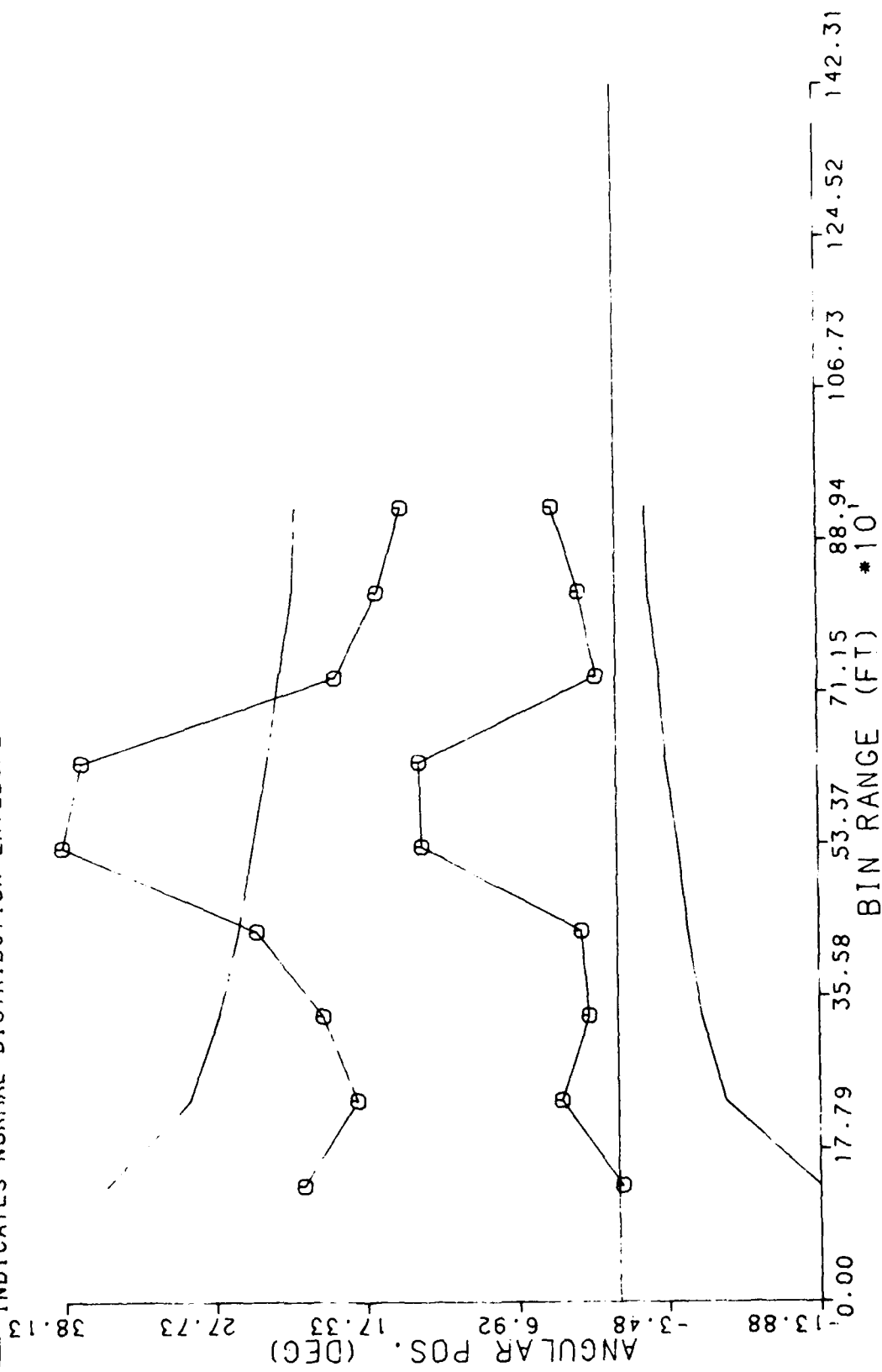


DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
8 DEGREE CURVED APPROACHES

ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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# VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY

10 DEGREE CURVED APPROACHES

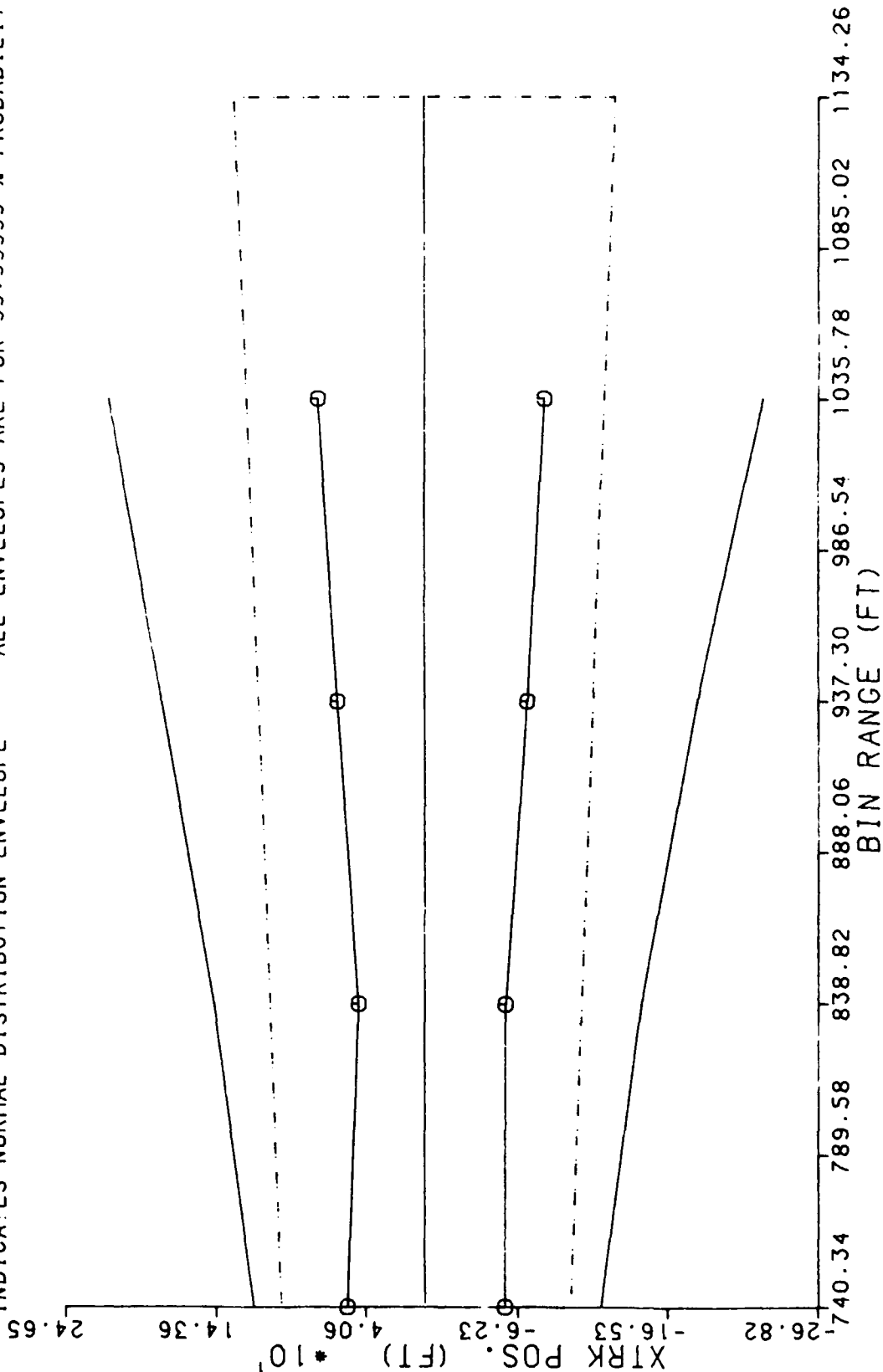
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- -- INDICATES FAA APPROACH SURFACE

INDICATES BETA DISTRIBUTION RANGE LIMIT \*INDICATES GAMMA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

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# VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY

10 DEGREE CURVED APPROACHES

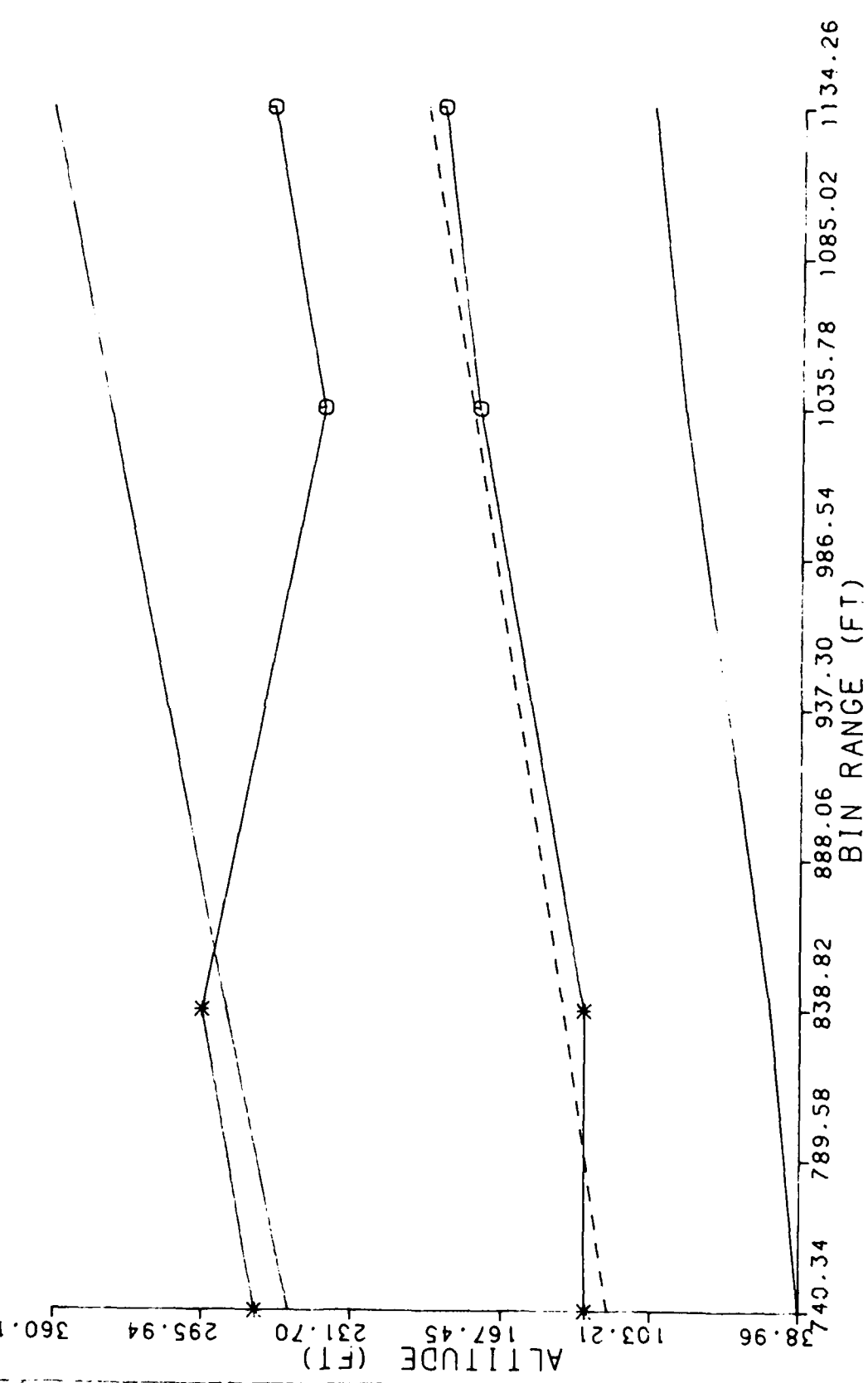
ALTITUDE (FT) VS. BIN RANGE (FT)

\*INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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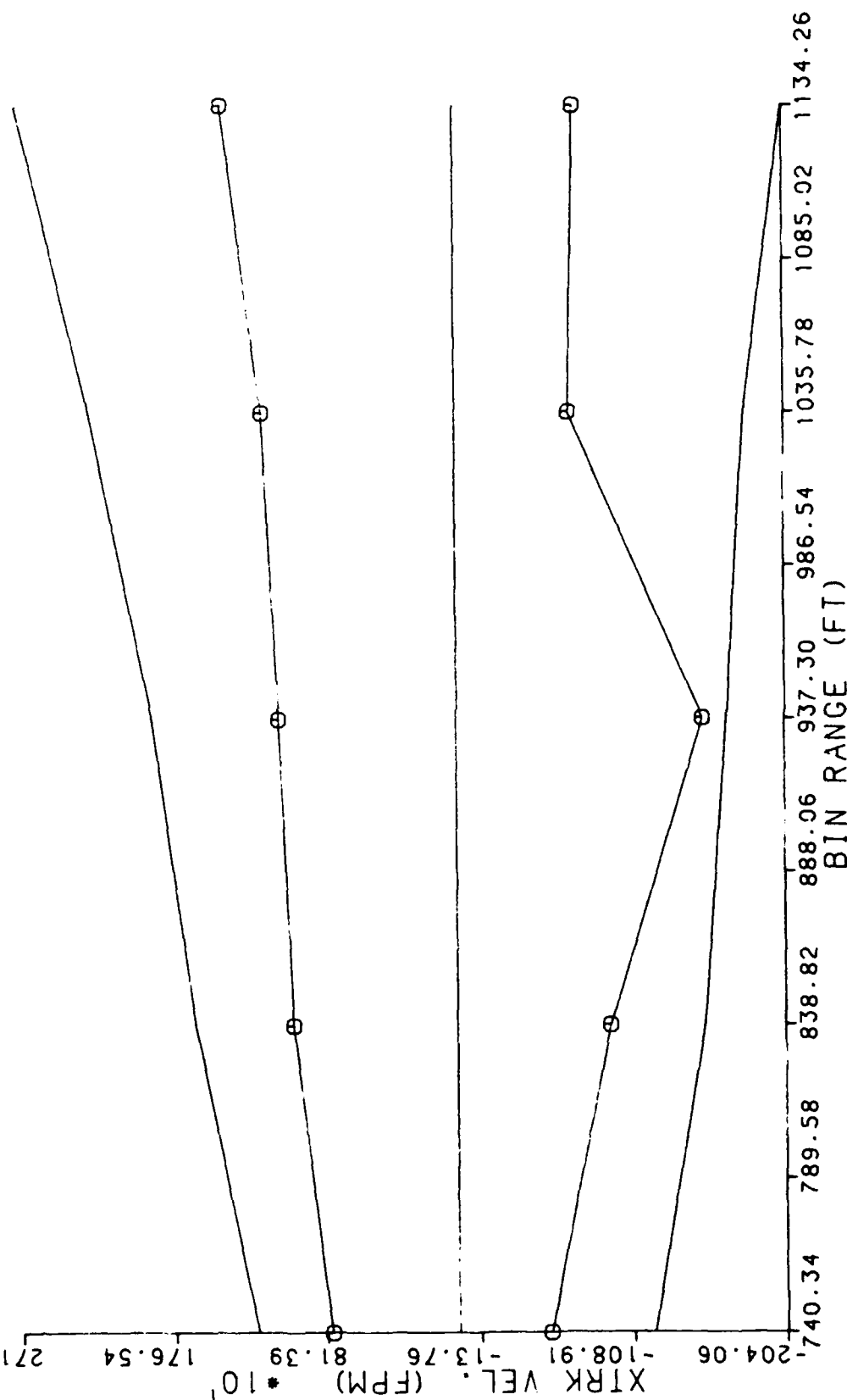
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE CURVED APPROACHES  
 CROSSRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE CURVED APPROACHES

ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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ATRK VEL. (FPM) \* 10<sup>2</sup>  
 -75.61  
 -61.54  
 -47.47  
 -33.40  
 -19.33  
 -5.25

G G

BIN RANGE (FT)	838.82	888.06	937.30	986.54	1035.78	1085.02	1134.26
740.34	789.58	838.82	888.06	937.30	986.54	1035.78	1085.02

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE CURVED APPROACHES

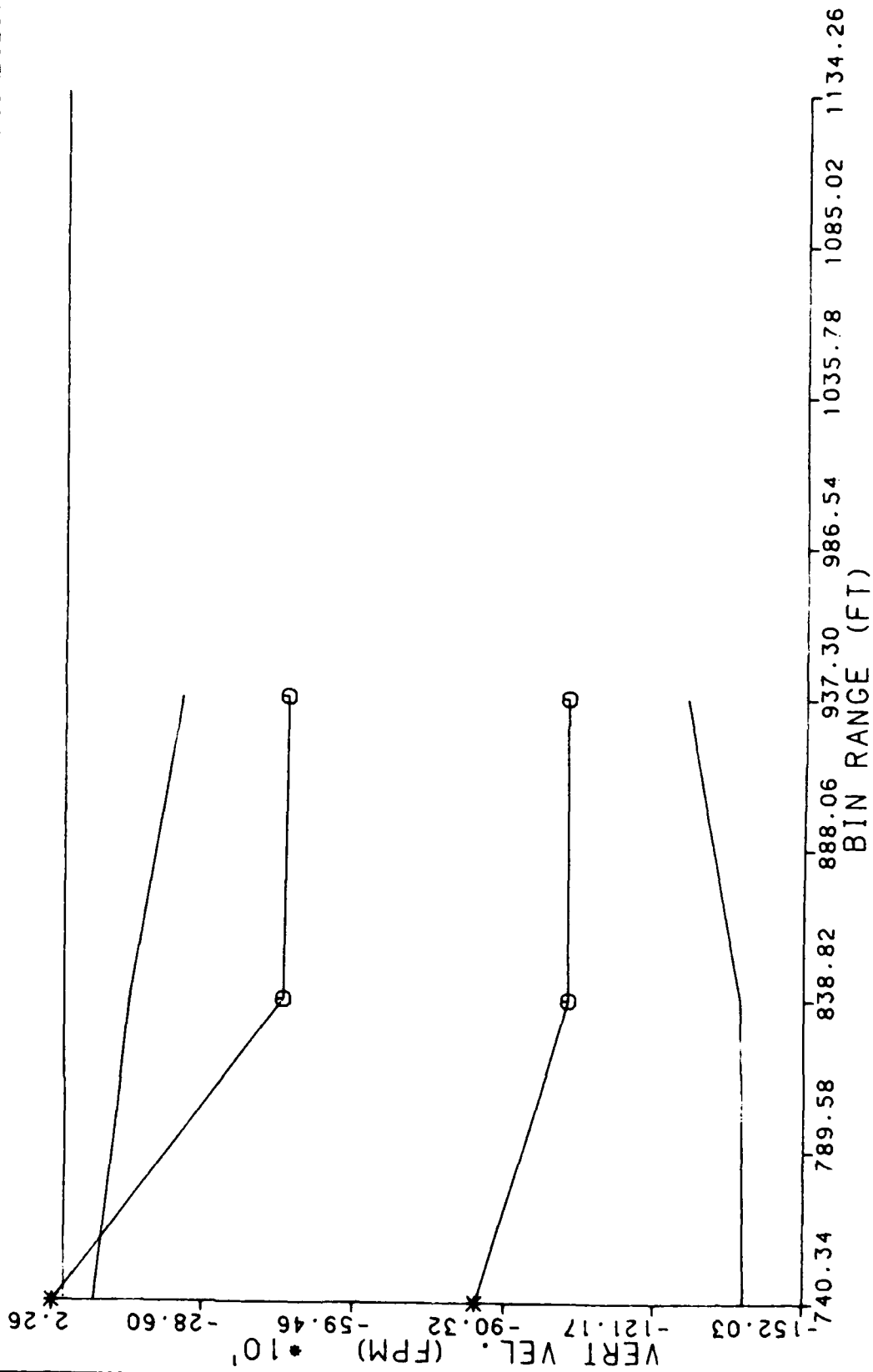
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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# VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY

10 DEGREE CURVED APPROACHES

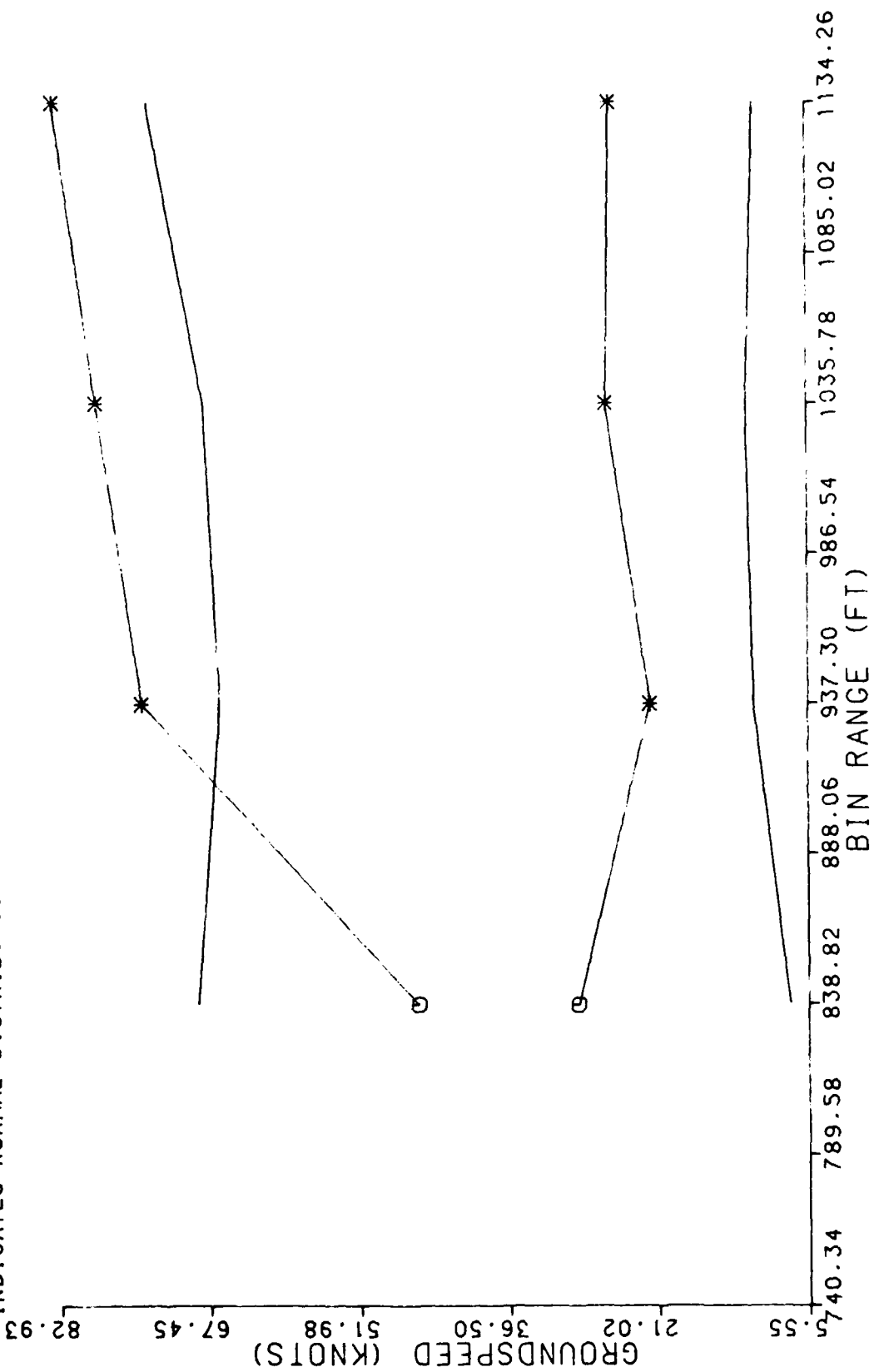
GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

⊙ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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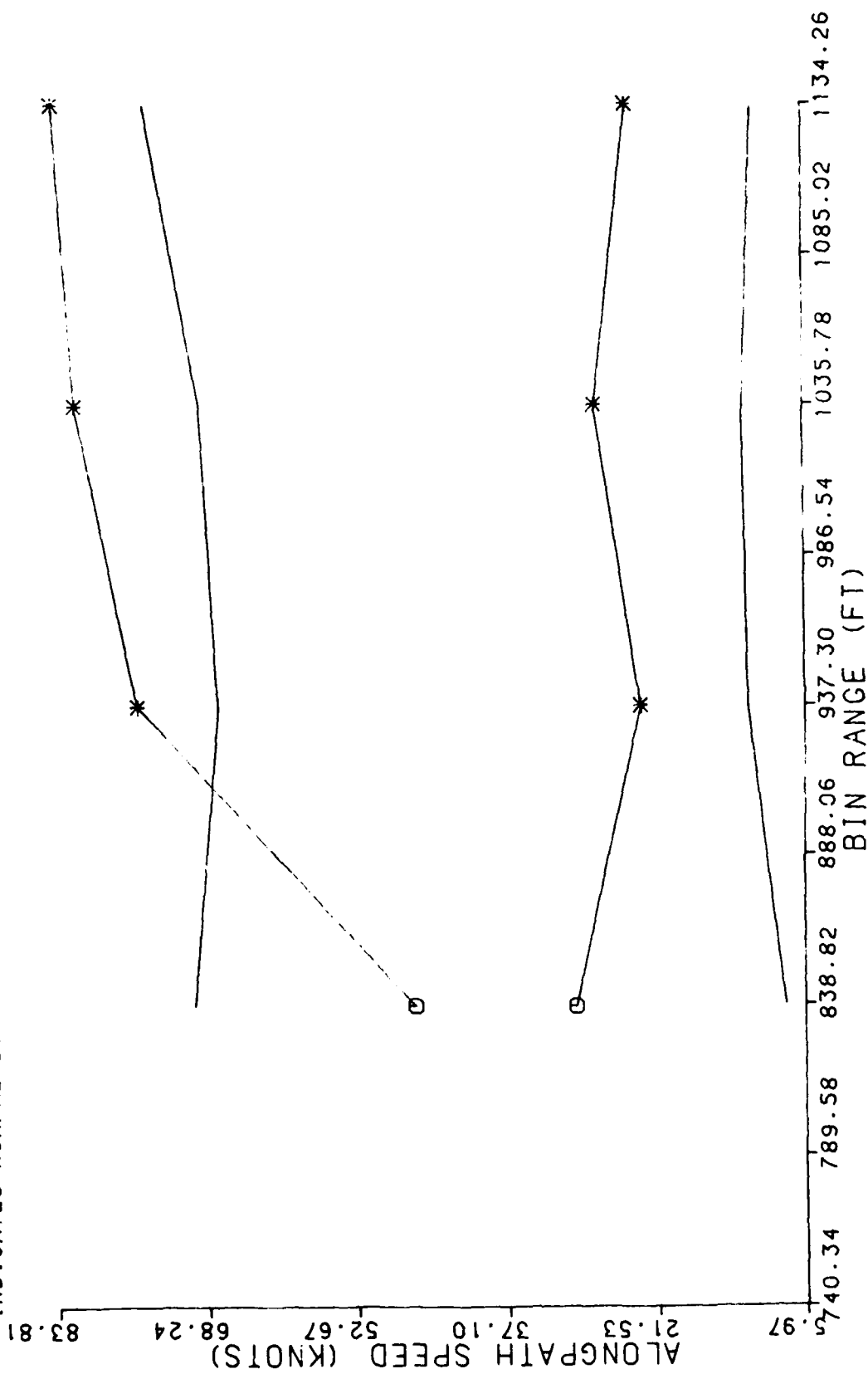
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
10 DEGREE CURVED APPROACHES

ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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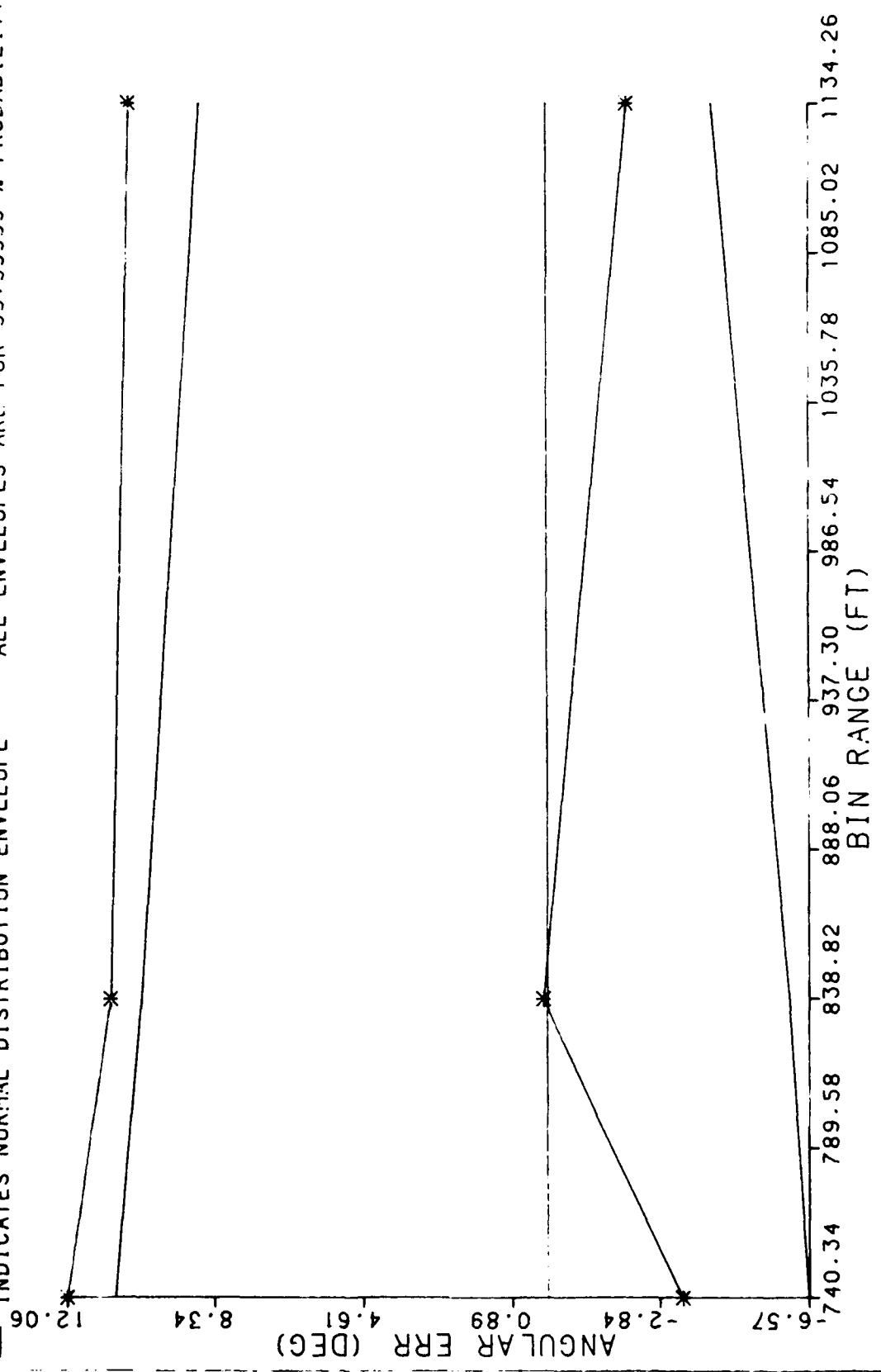
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE CURVED APPROACHES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



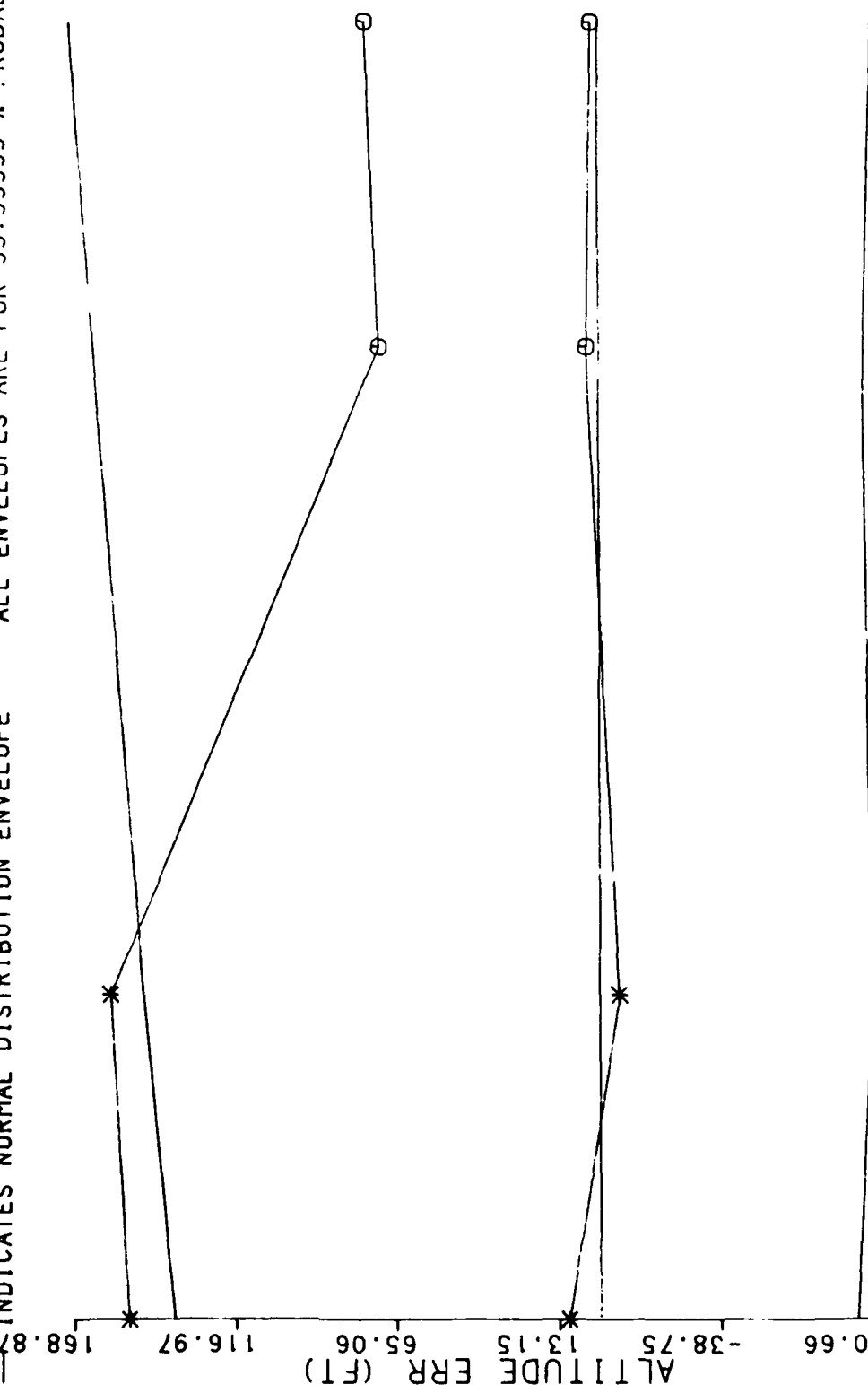
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE CURVED APPROACHES

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE





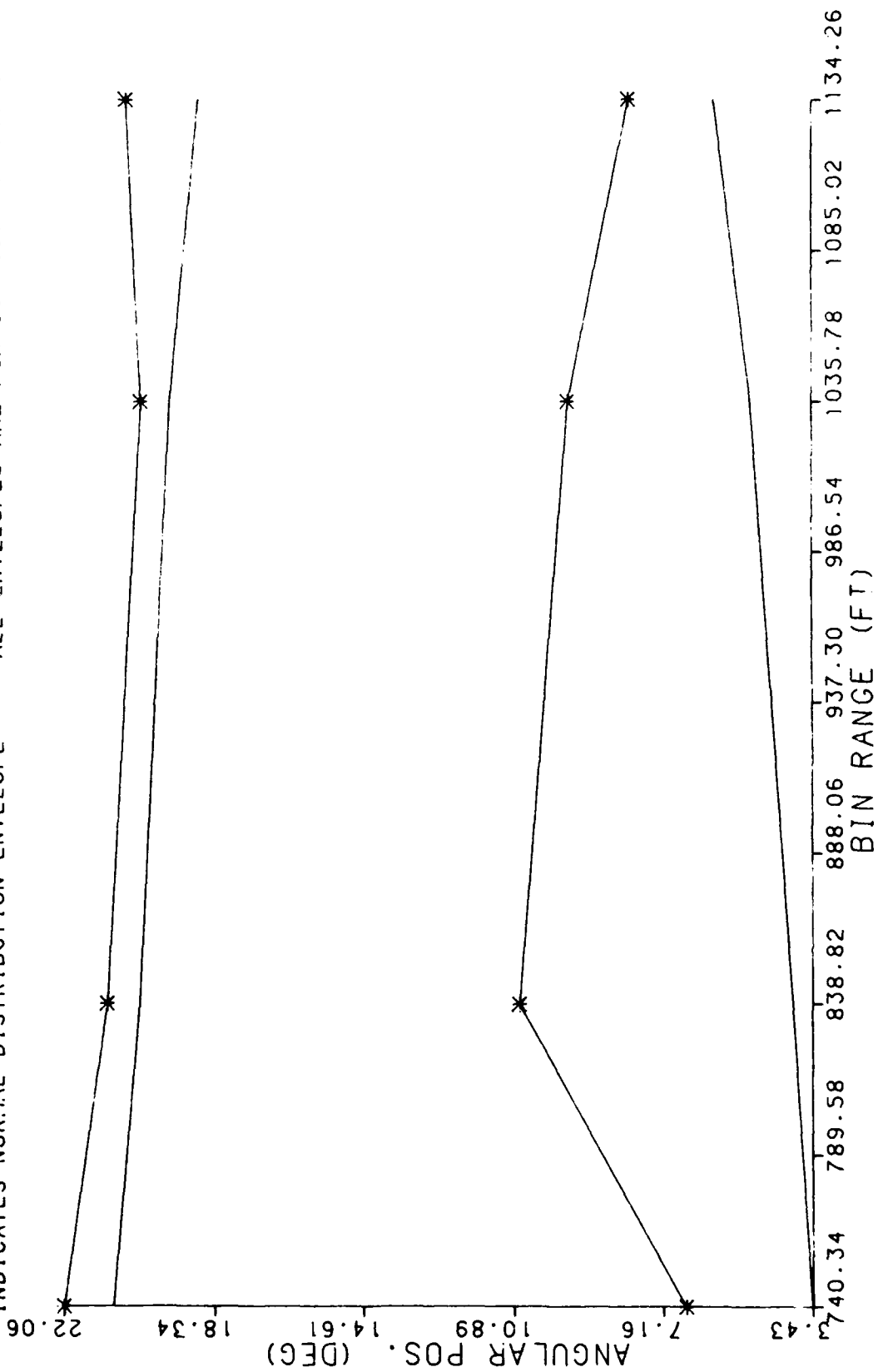
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE CURVED APPROACHES

ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

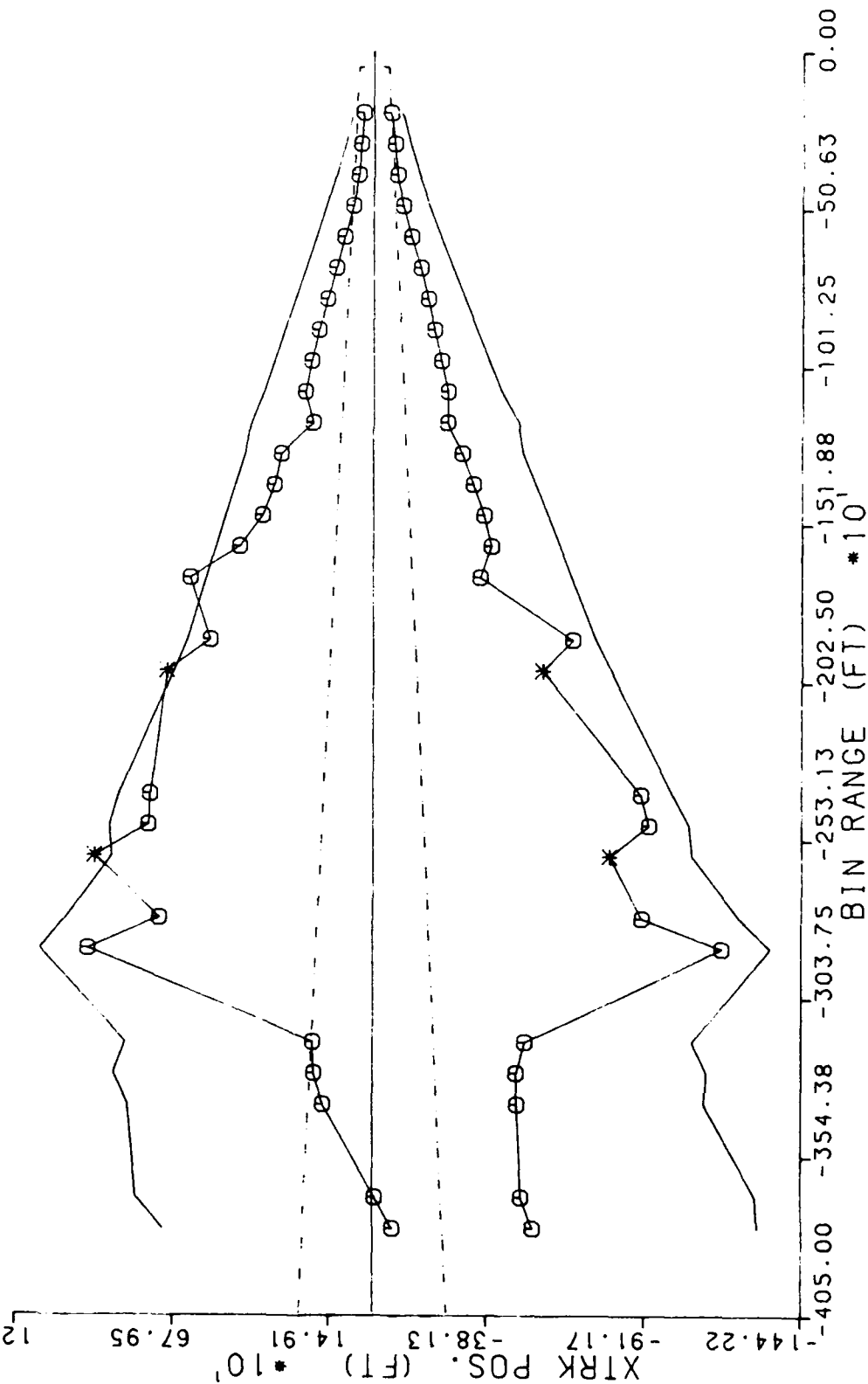
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
O INDICATES BETA DISTRIBUTION RANGE LIMIT \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
-- INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY

7 DEGREE STRAIGHT DEPARTURES

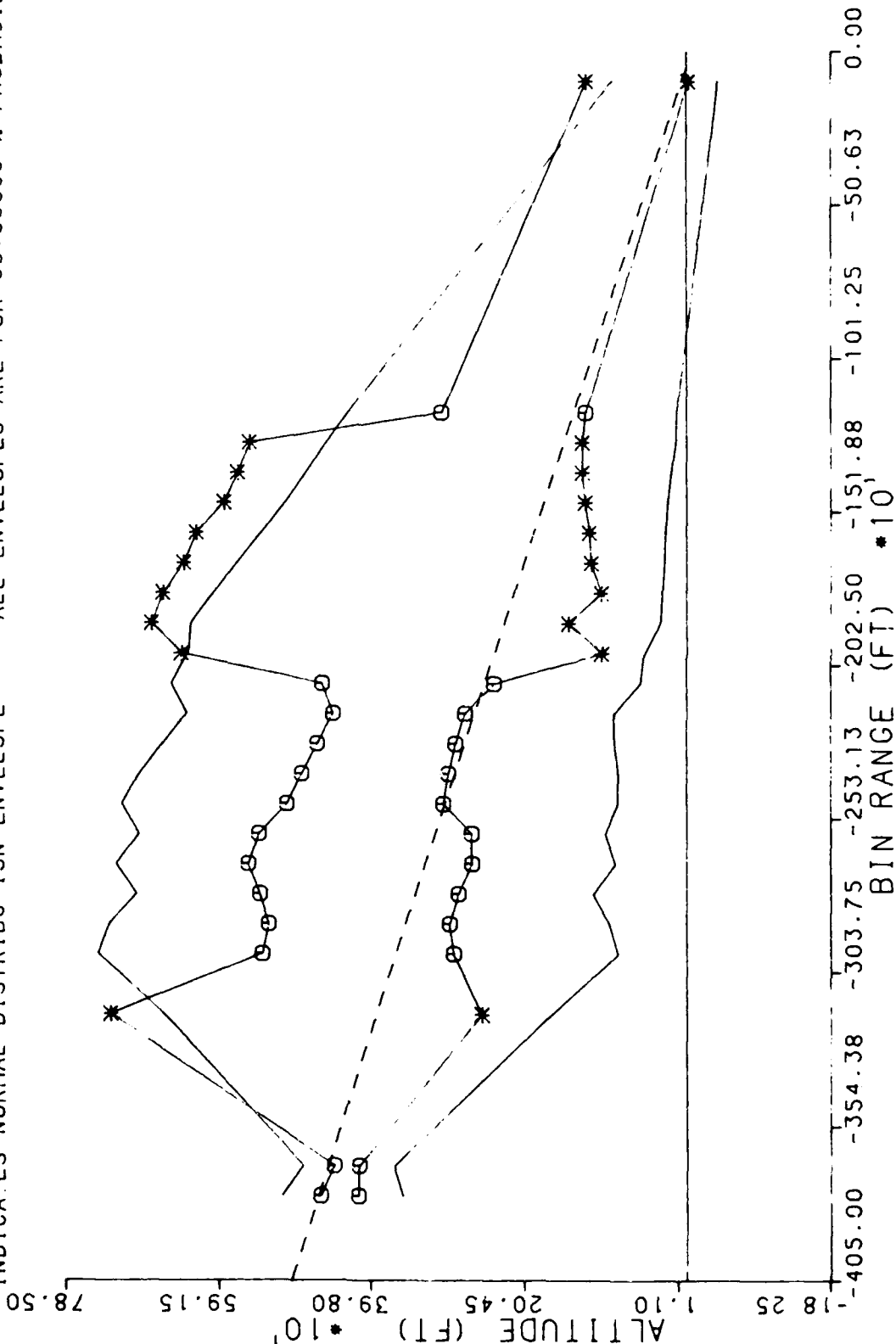
ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

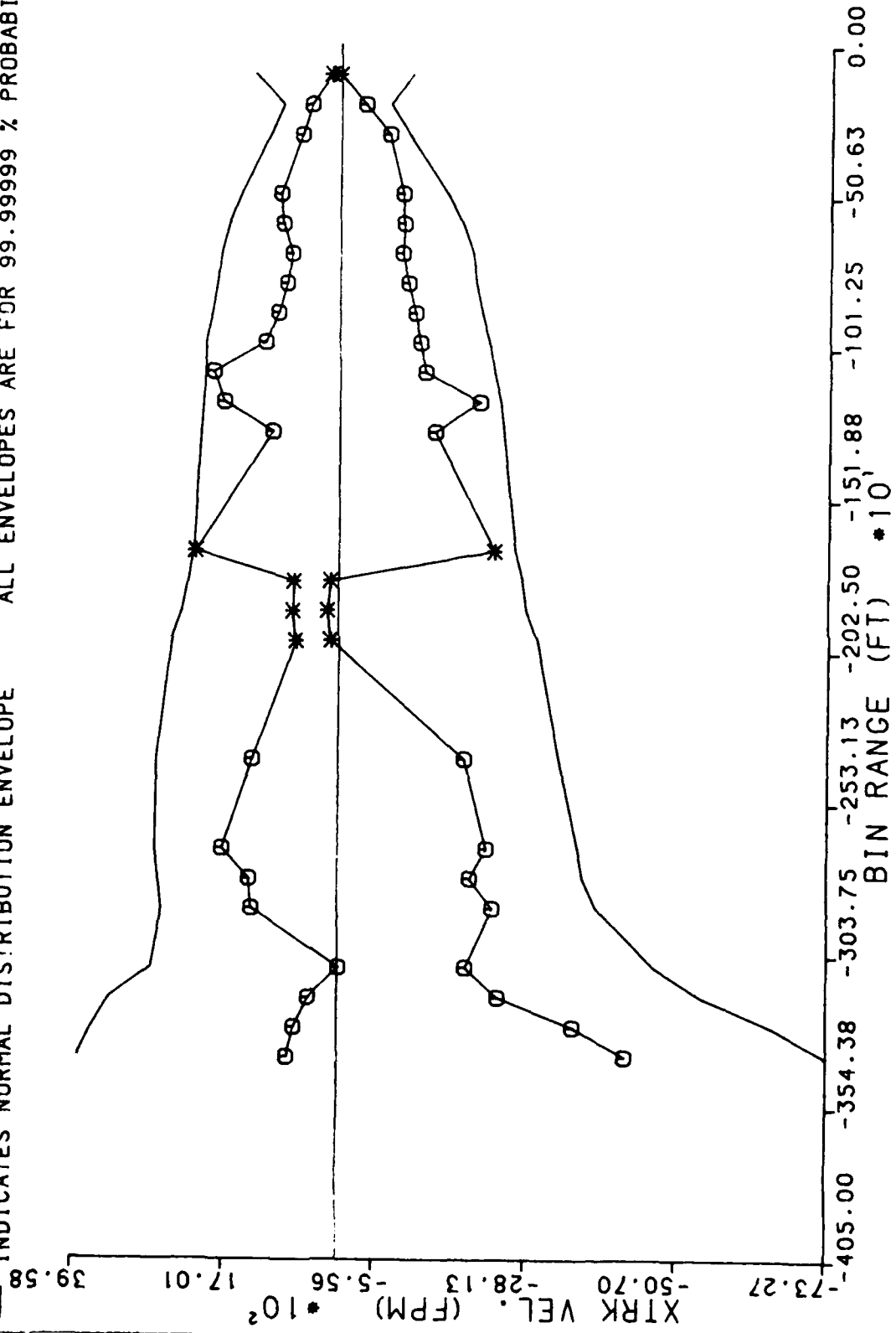
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE STRAIGHT DEPARTURES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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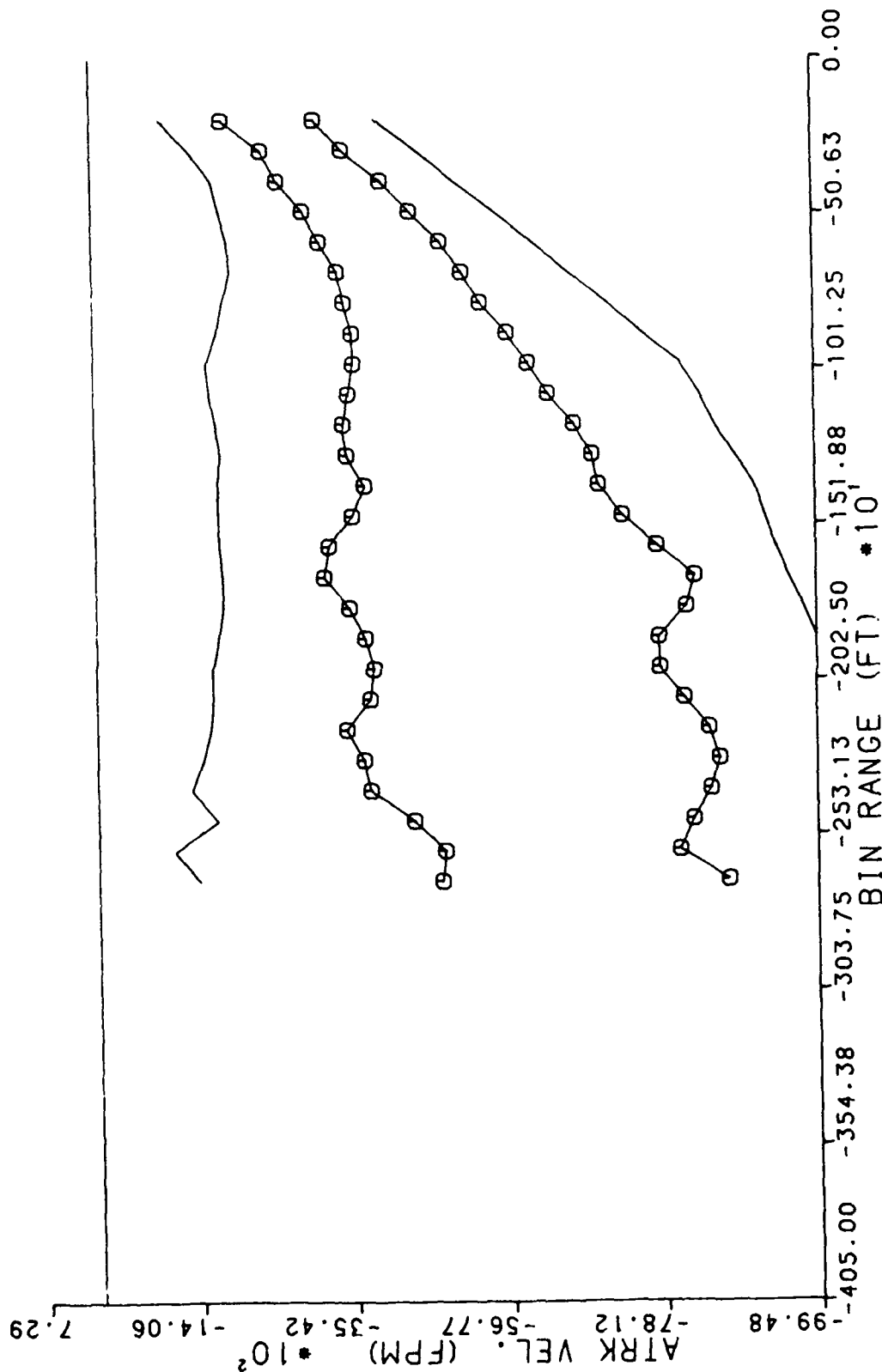
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



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VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES  
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES

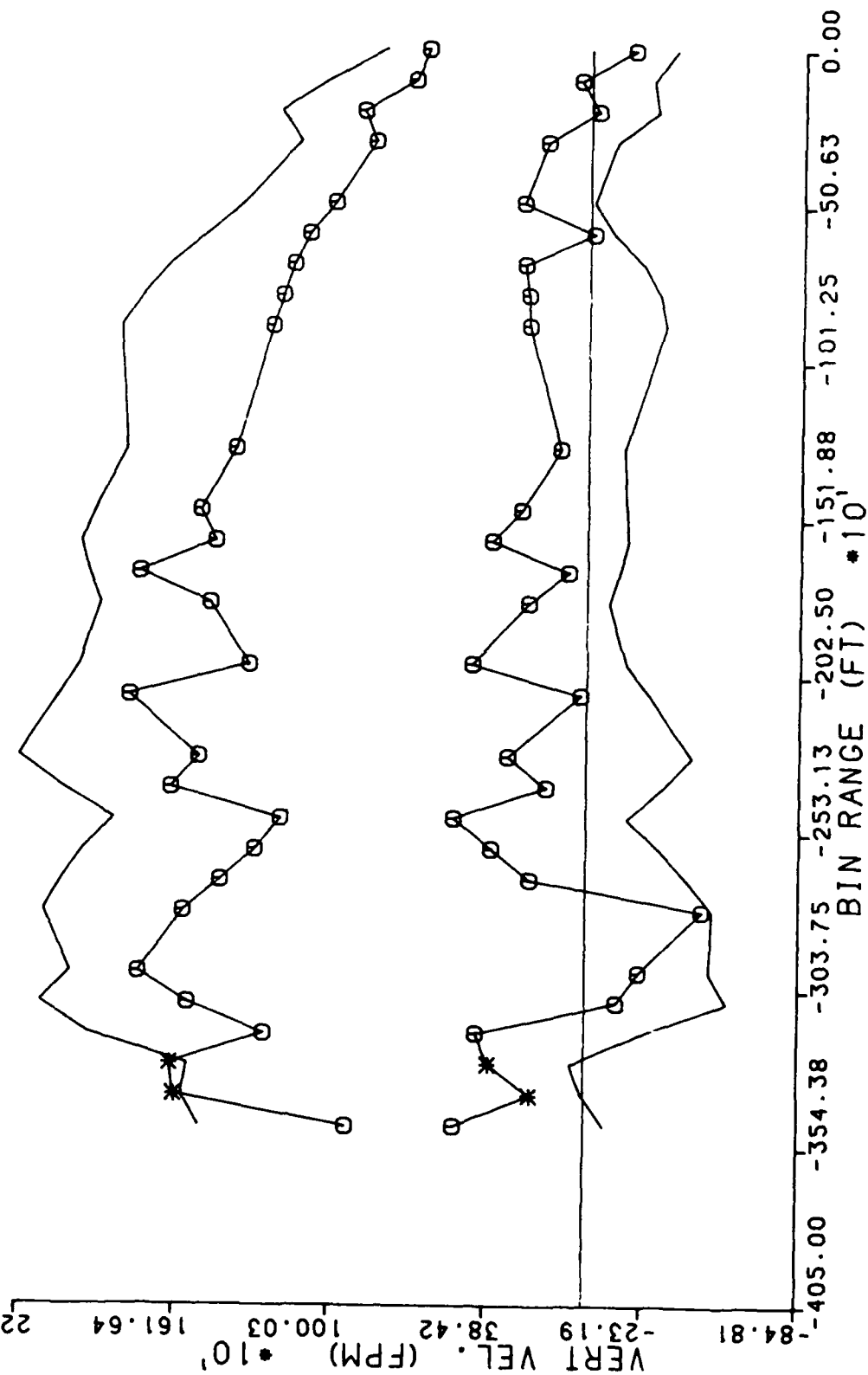
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)

O INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES

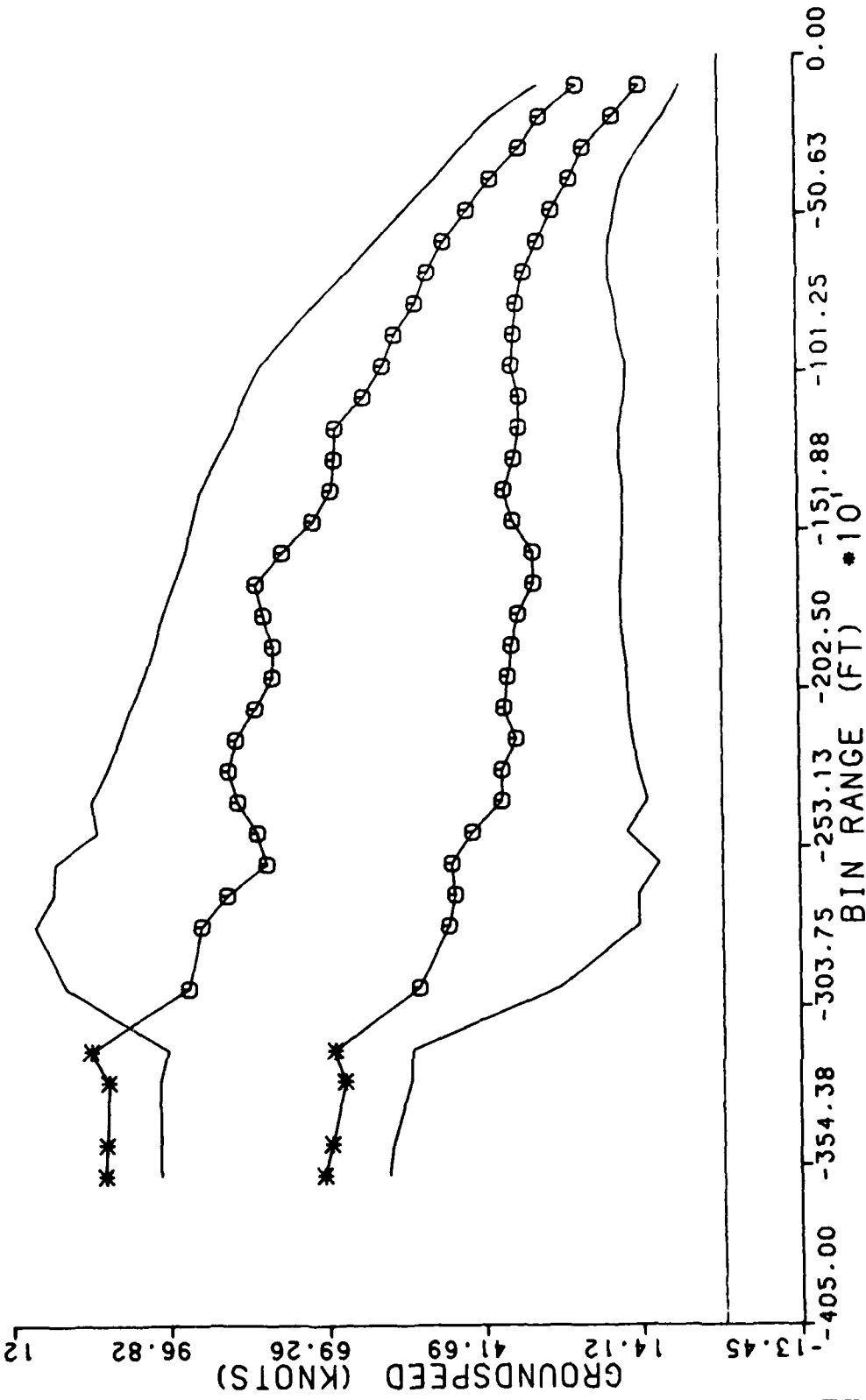
GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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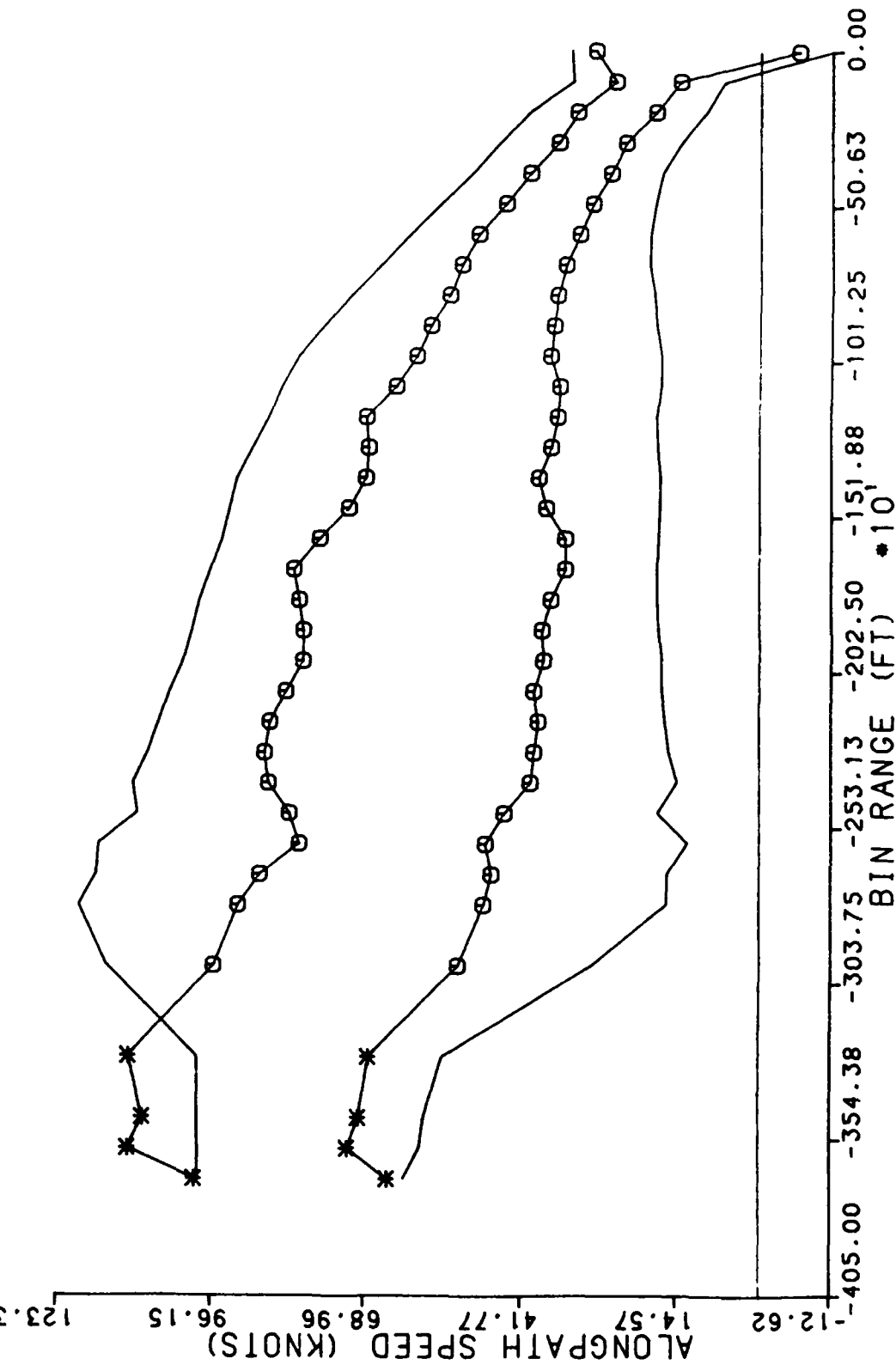
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE STRAIGHT DEPARTURES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

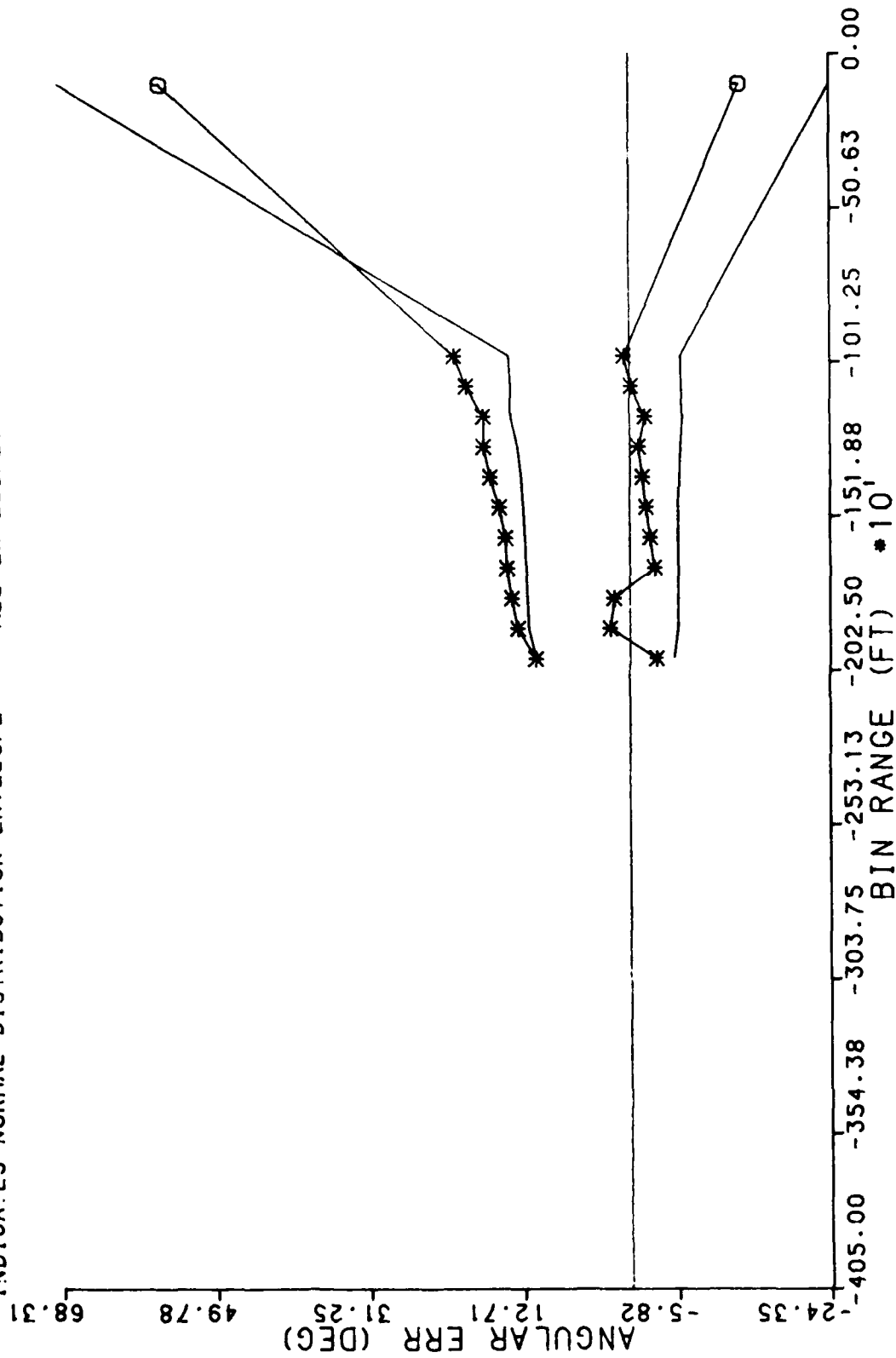




VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE STRAIGHT DEPARTURES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES

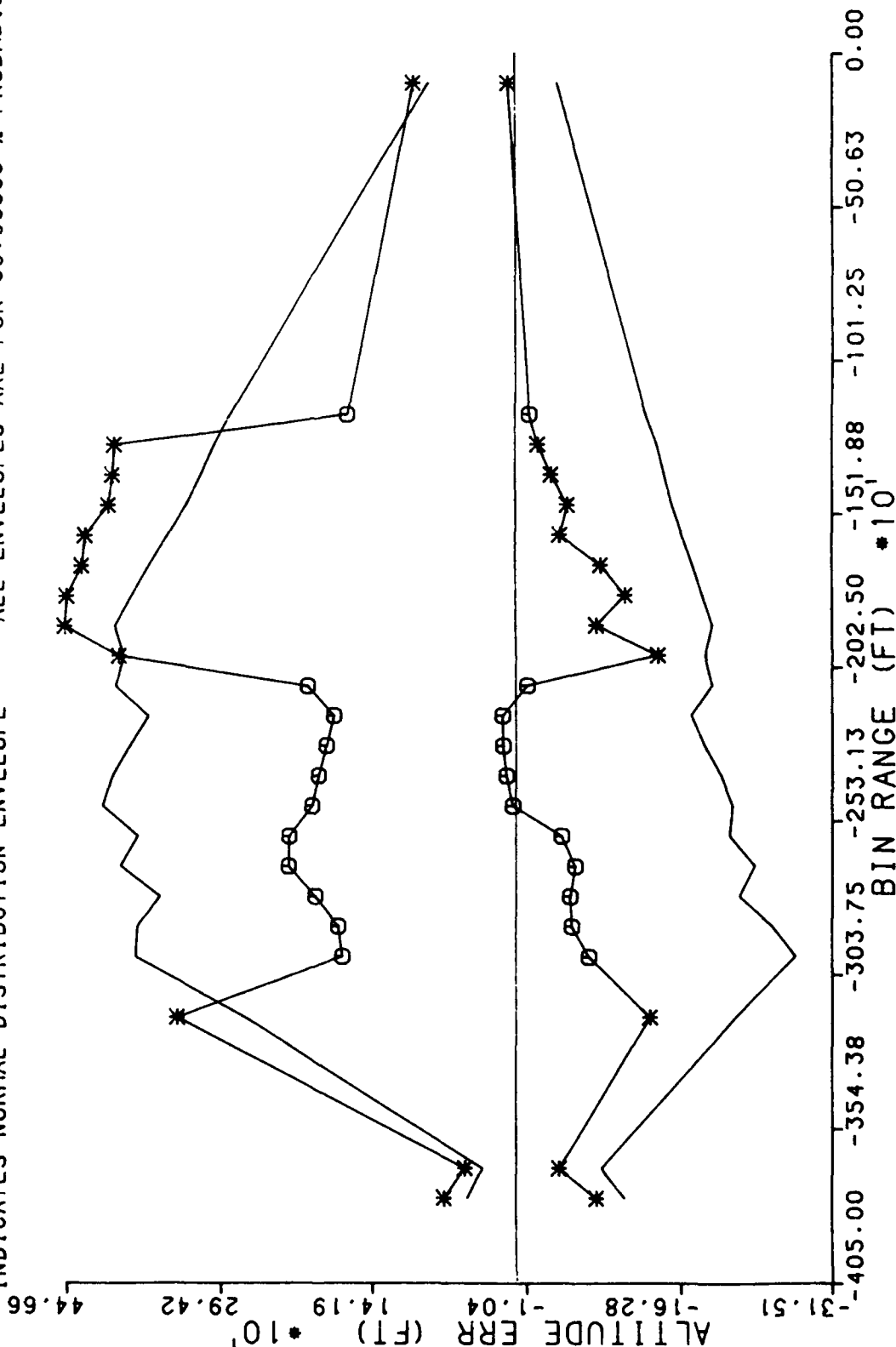
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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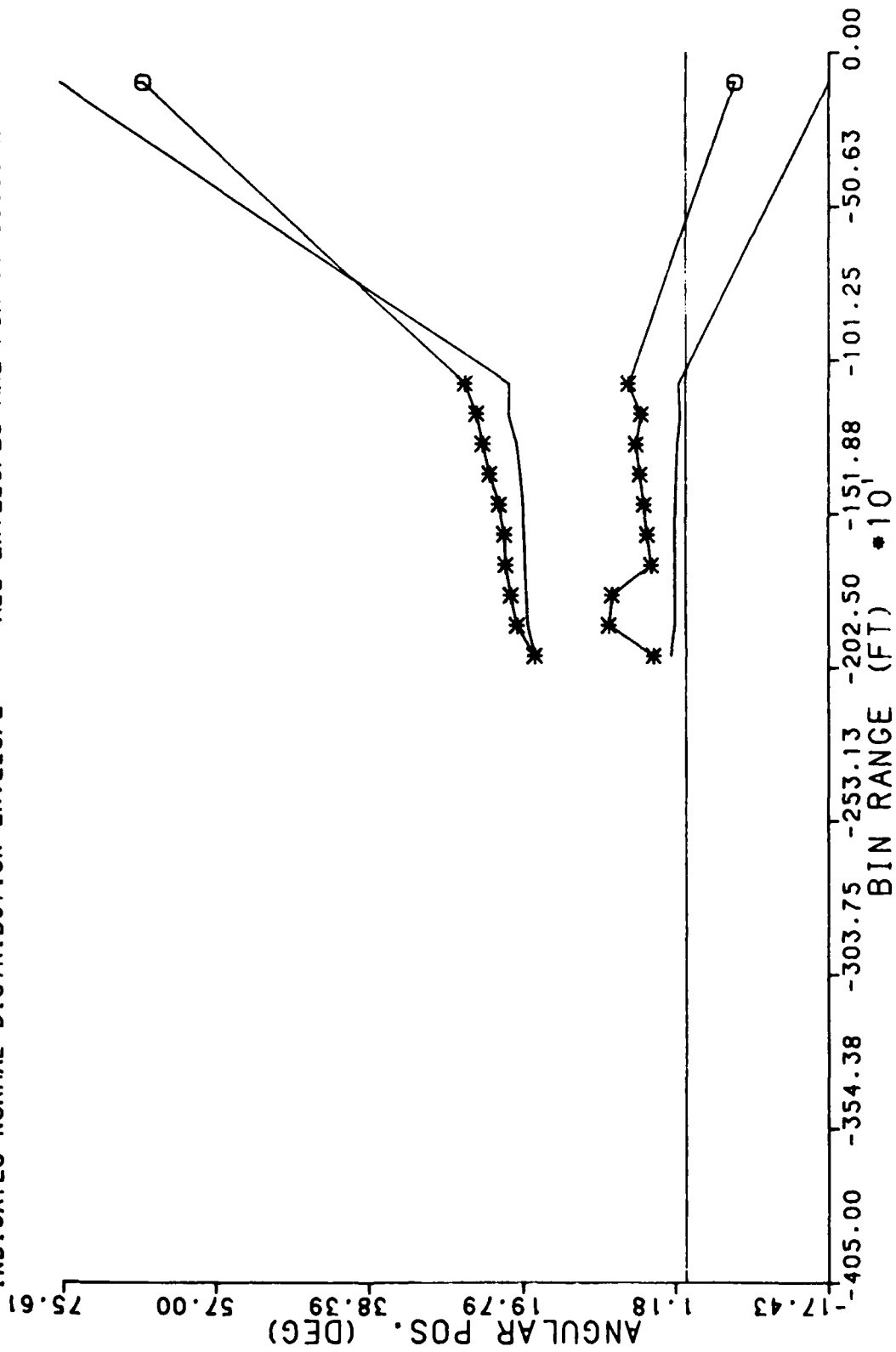
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE STRAIGHT DEPARTURES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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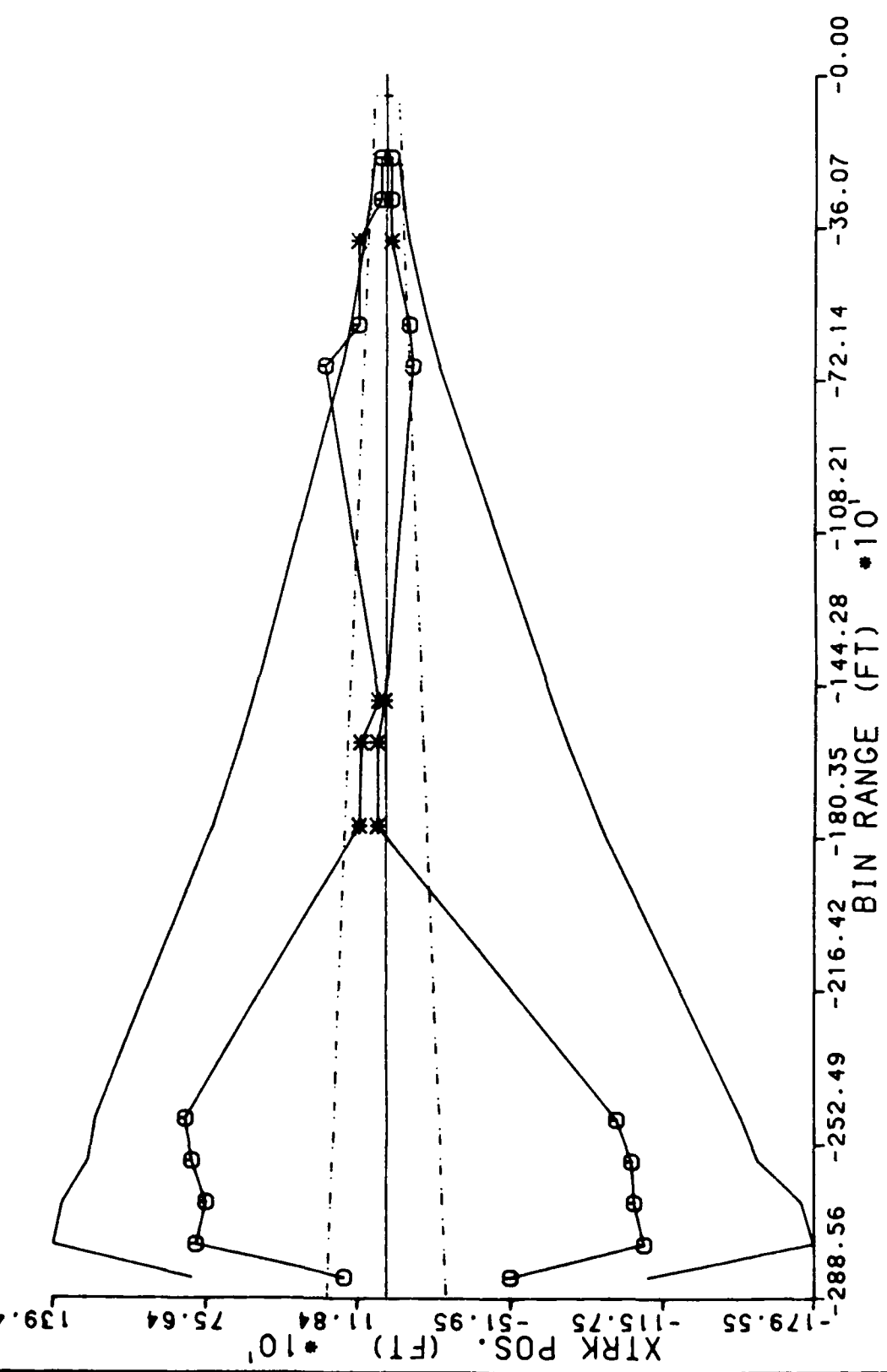
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES

DATA PROCESSED BY FAA TECHNICAL CENTER  
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CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) --- INDICATES FAA APPROACH SURFACE  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 --- INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



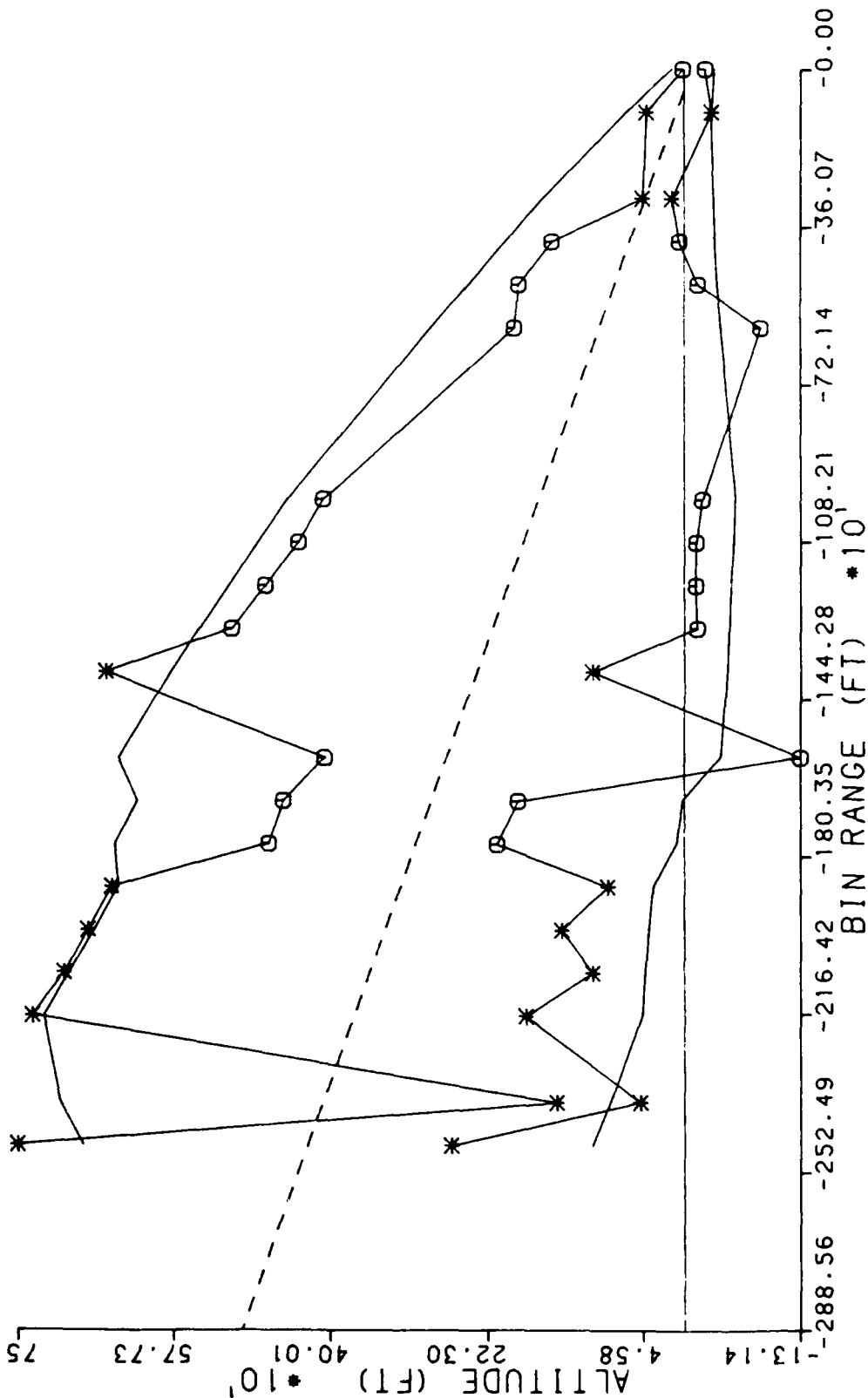
# VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY 10 DEGREE STRAIGHT DEPARTURES

ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT. NJ 08403

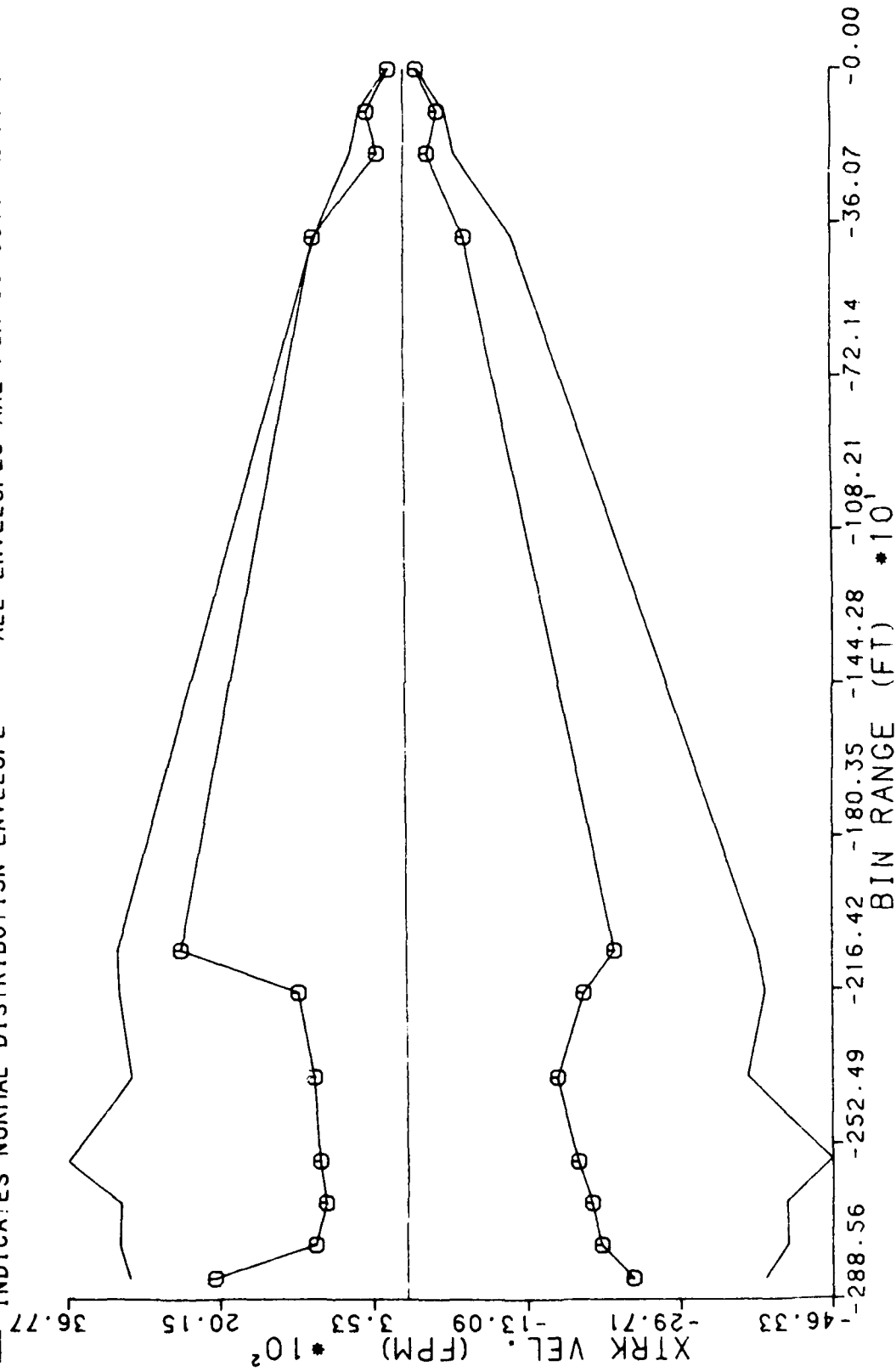
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

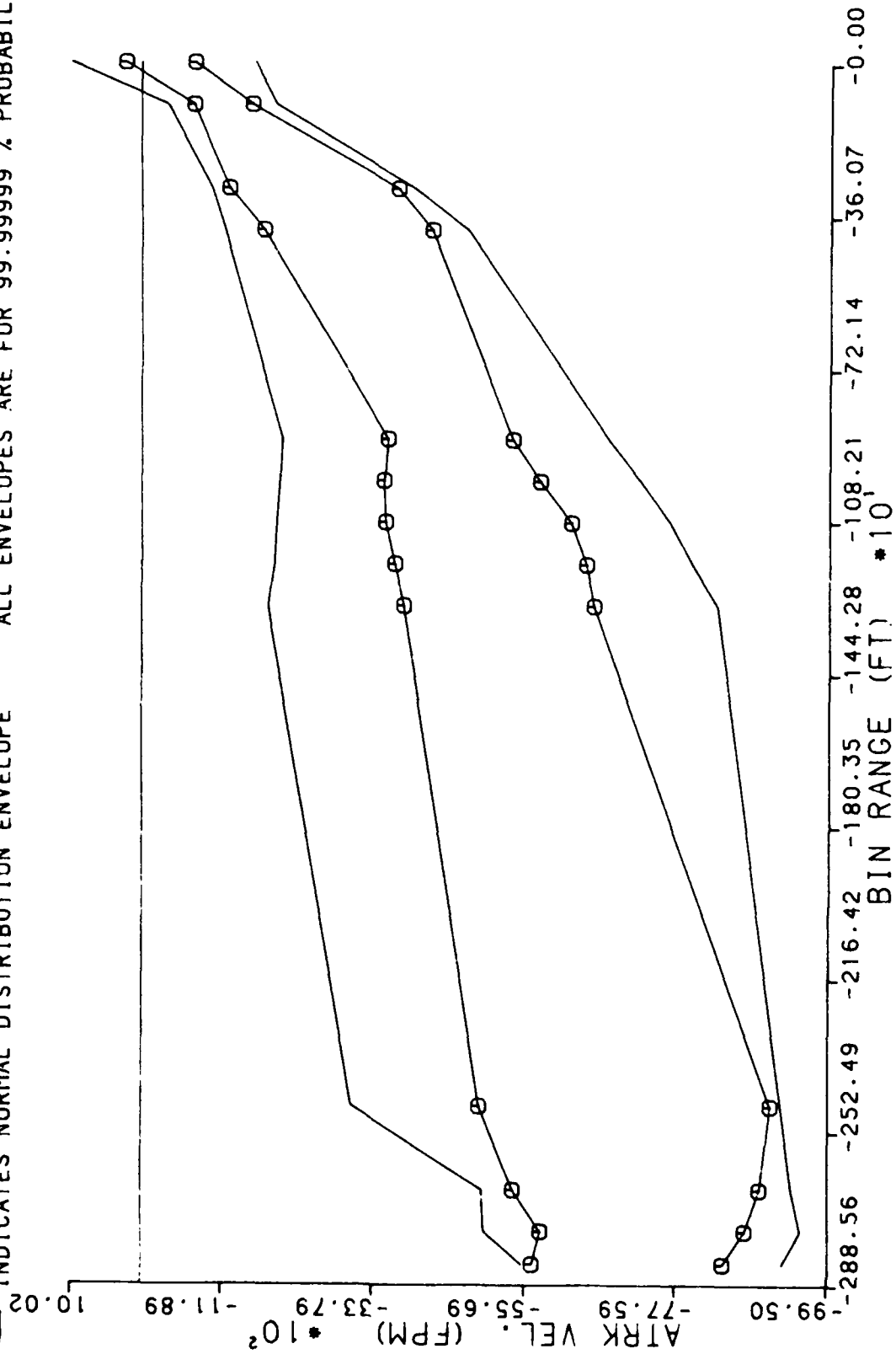
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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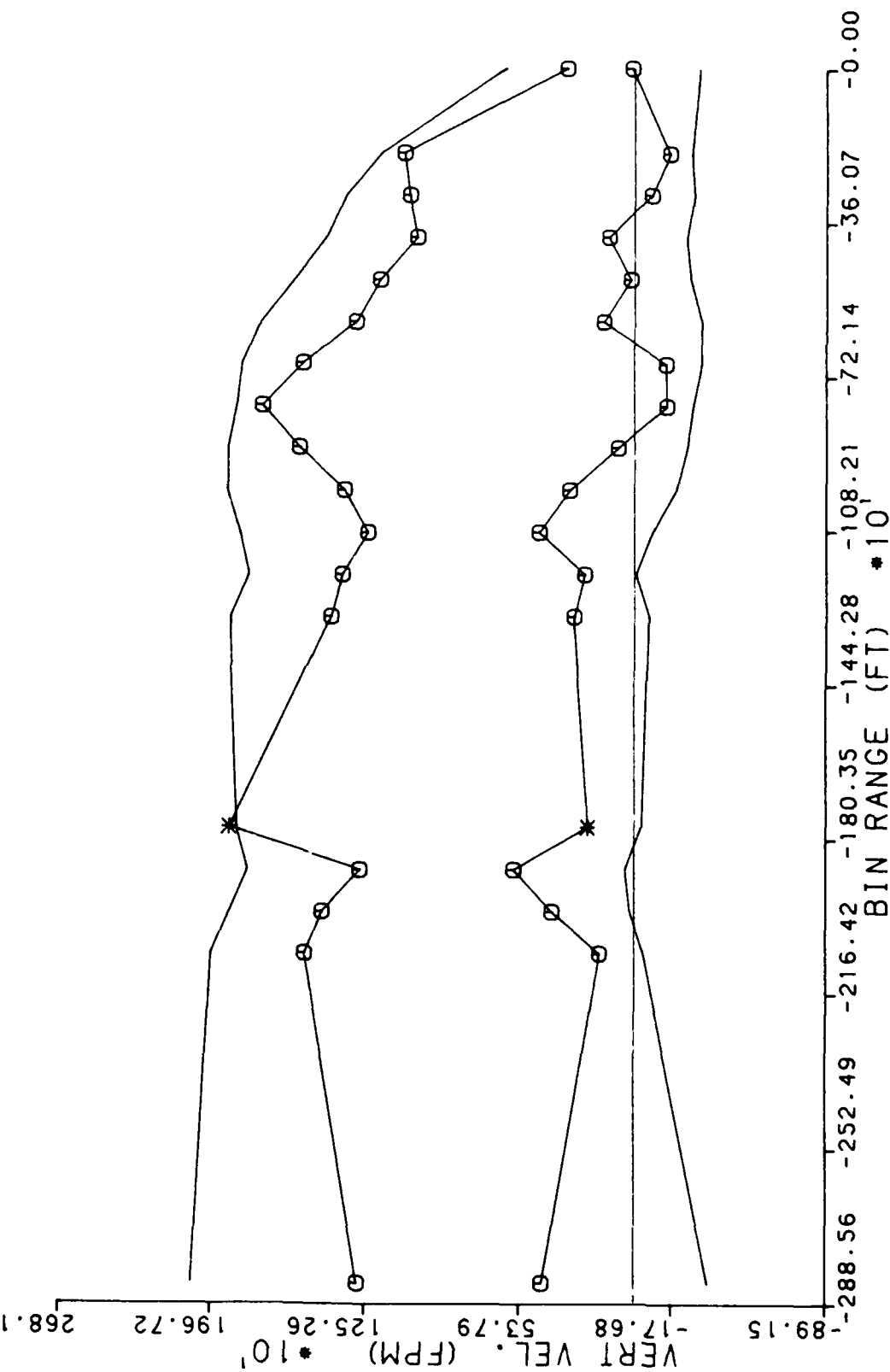
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
10 DEGREE STRAIGHT DEPARTURES

VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY





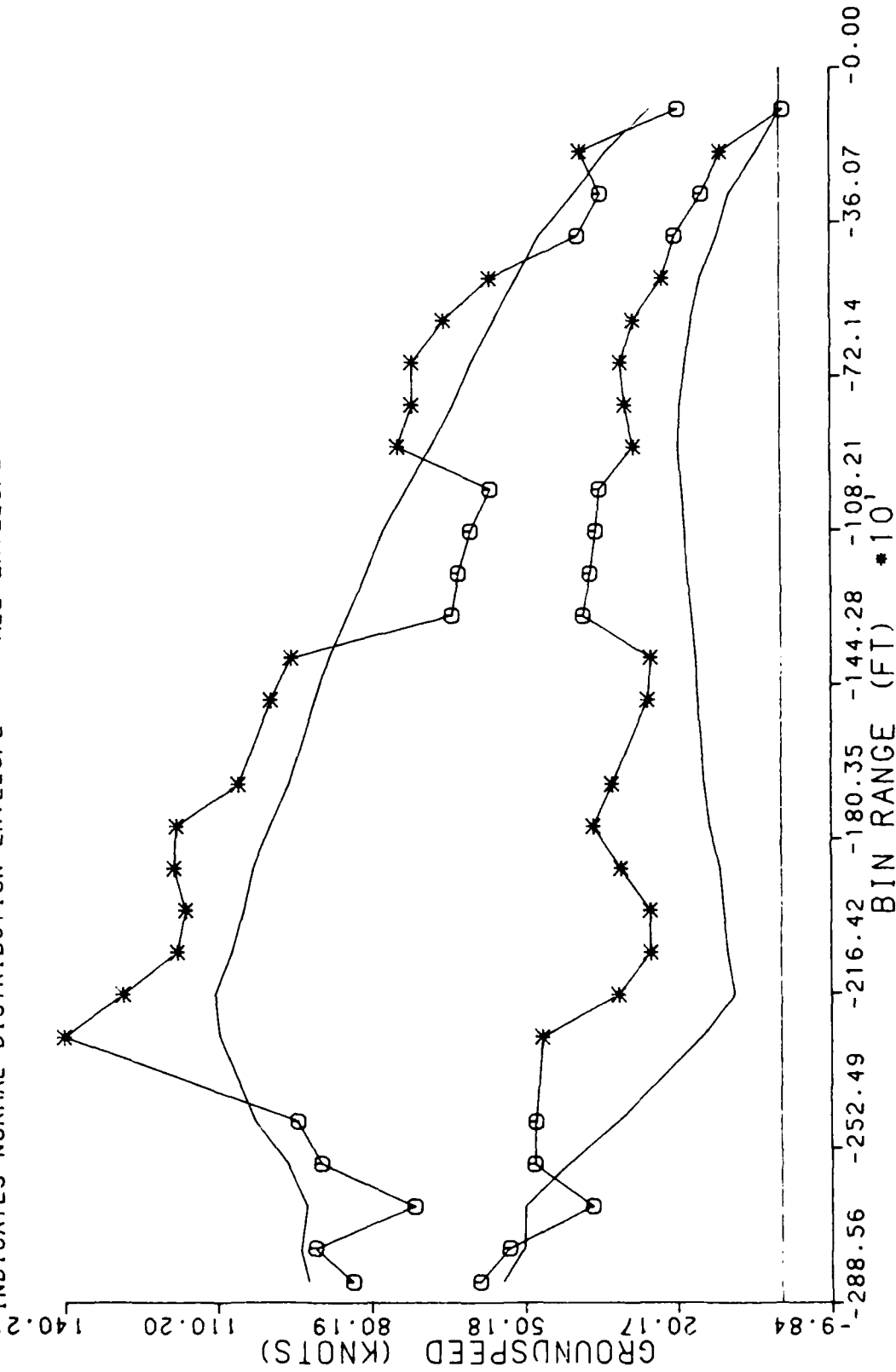
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
10 DEGREE STRAIGHT DEPARTURES

GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT  
INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08403

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



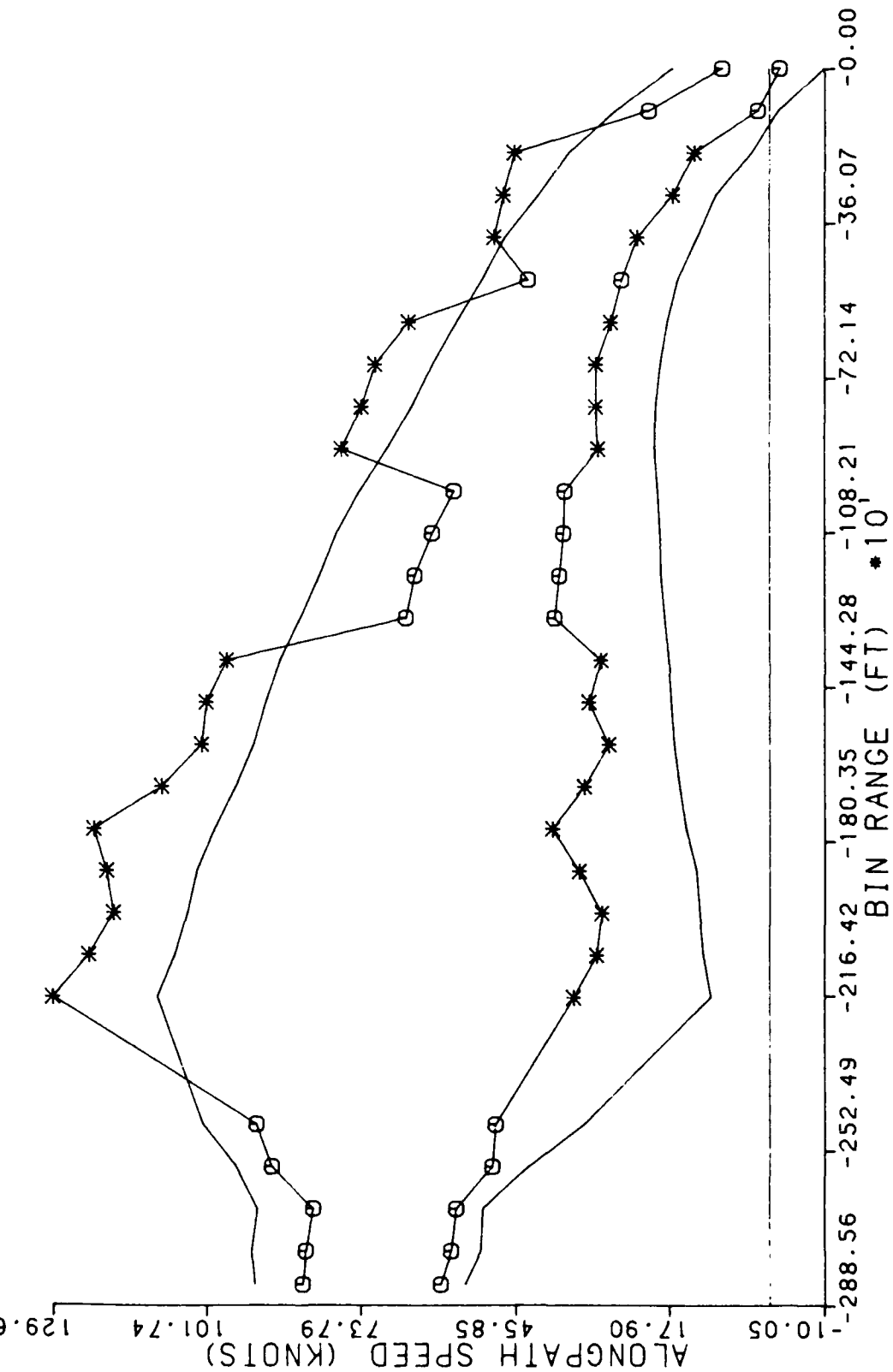
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES

ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

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 ATLANTIC CITY AIRPORT, NJ 08403

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY 10 DEGREE STRAIGHT DEPARTURES

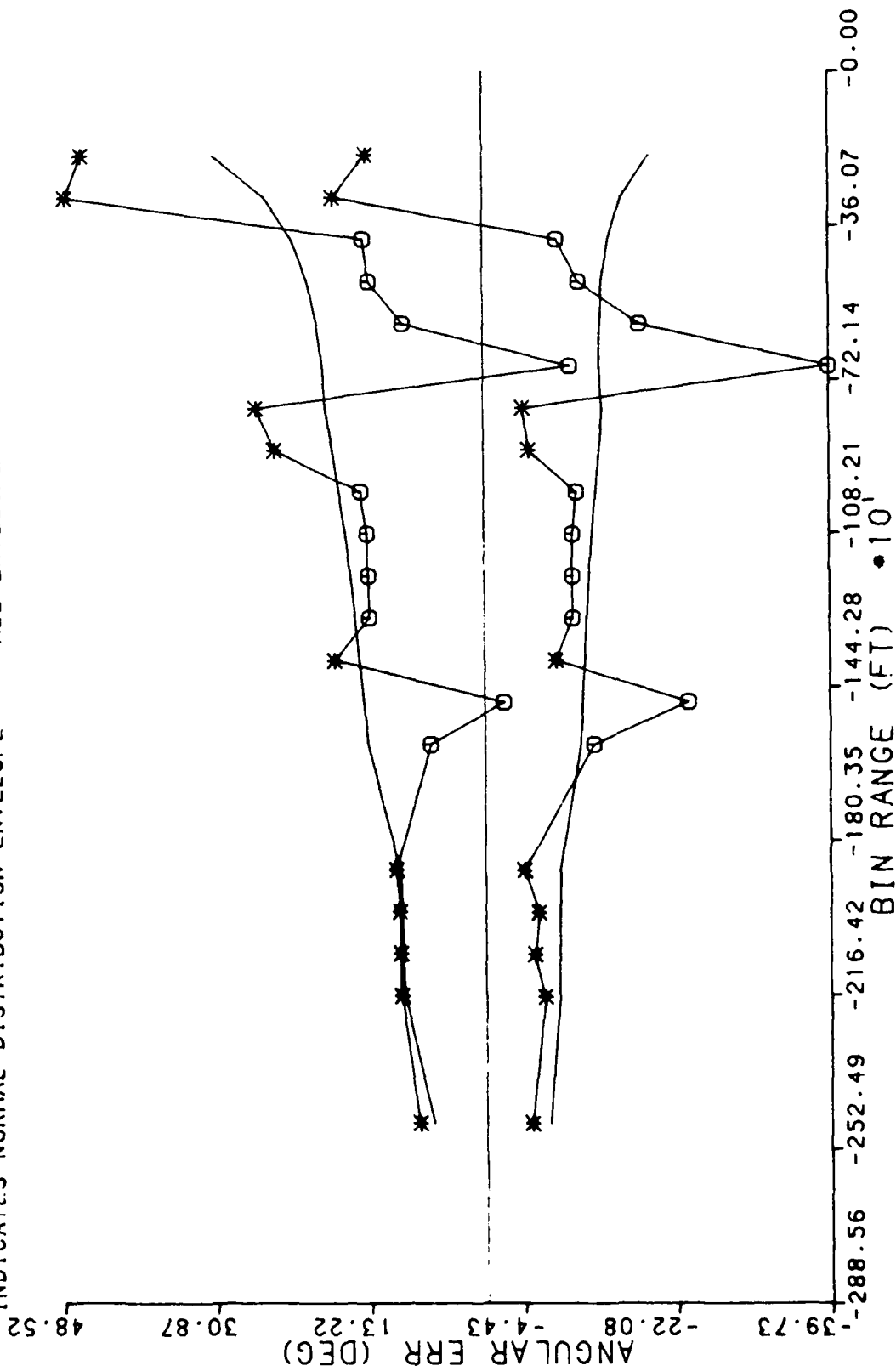
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY 10 DEGREE STRAIGHT DEPARTURES

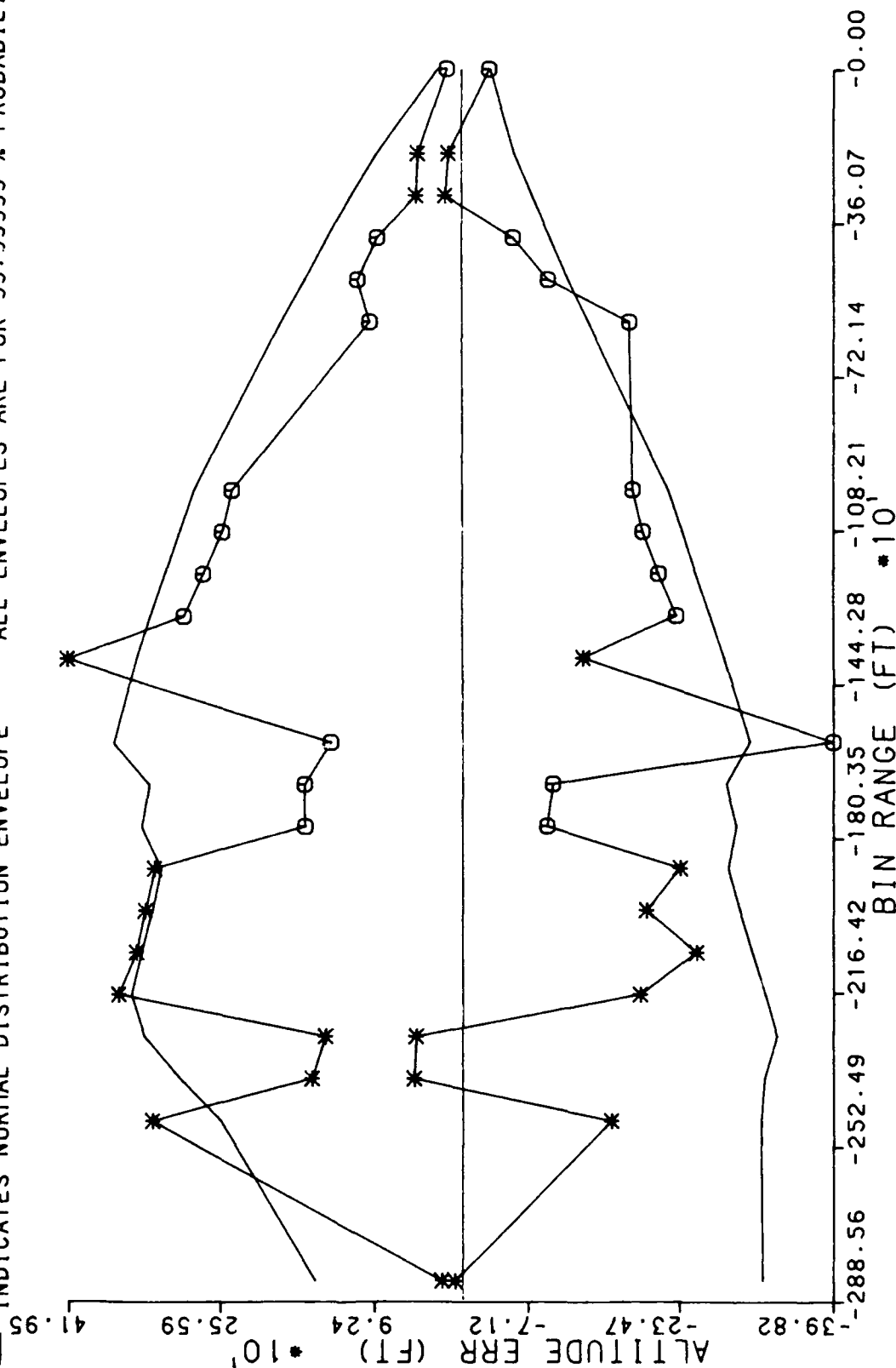
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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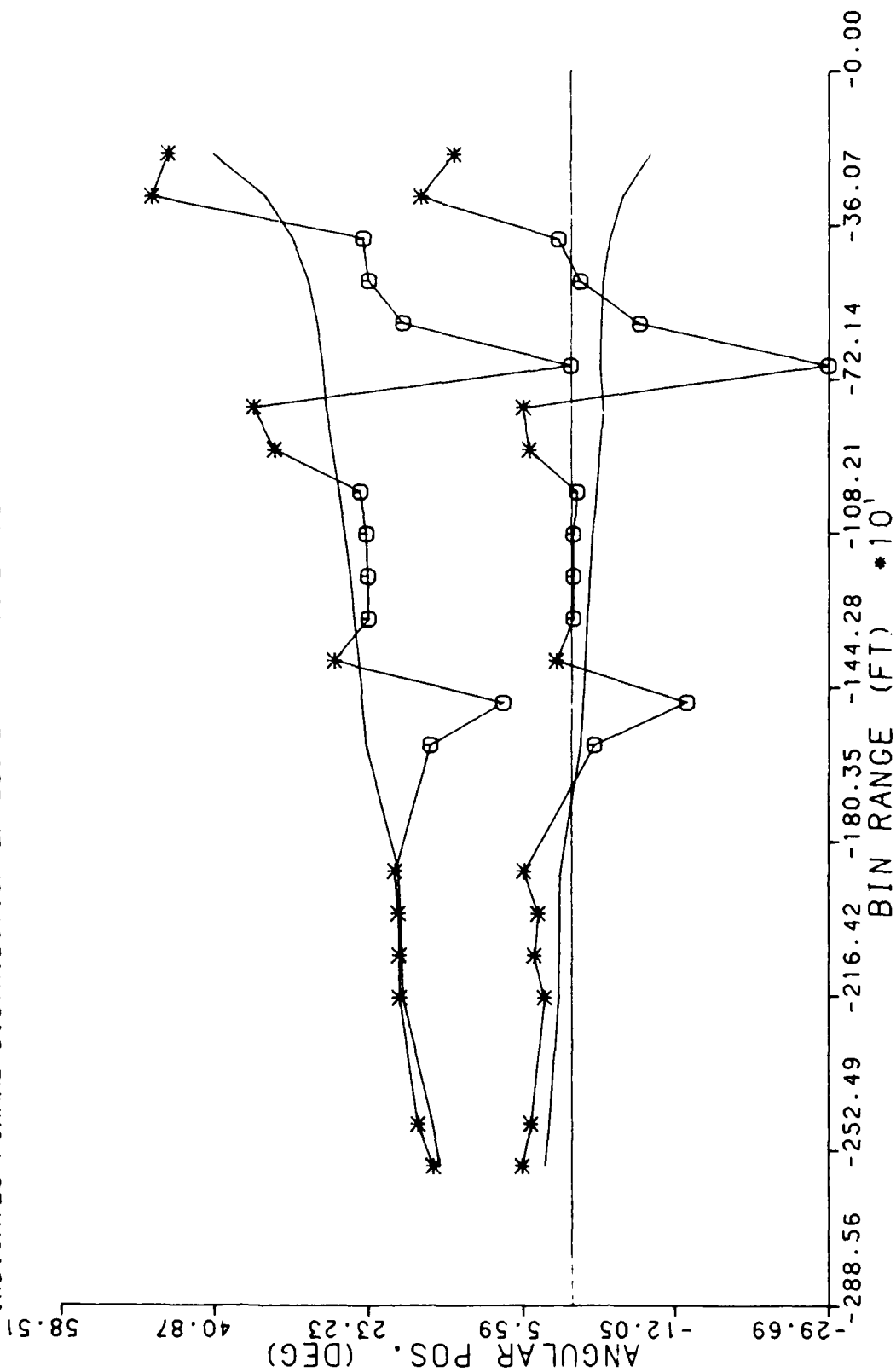
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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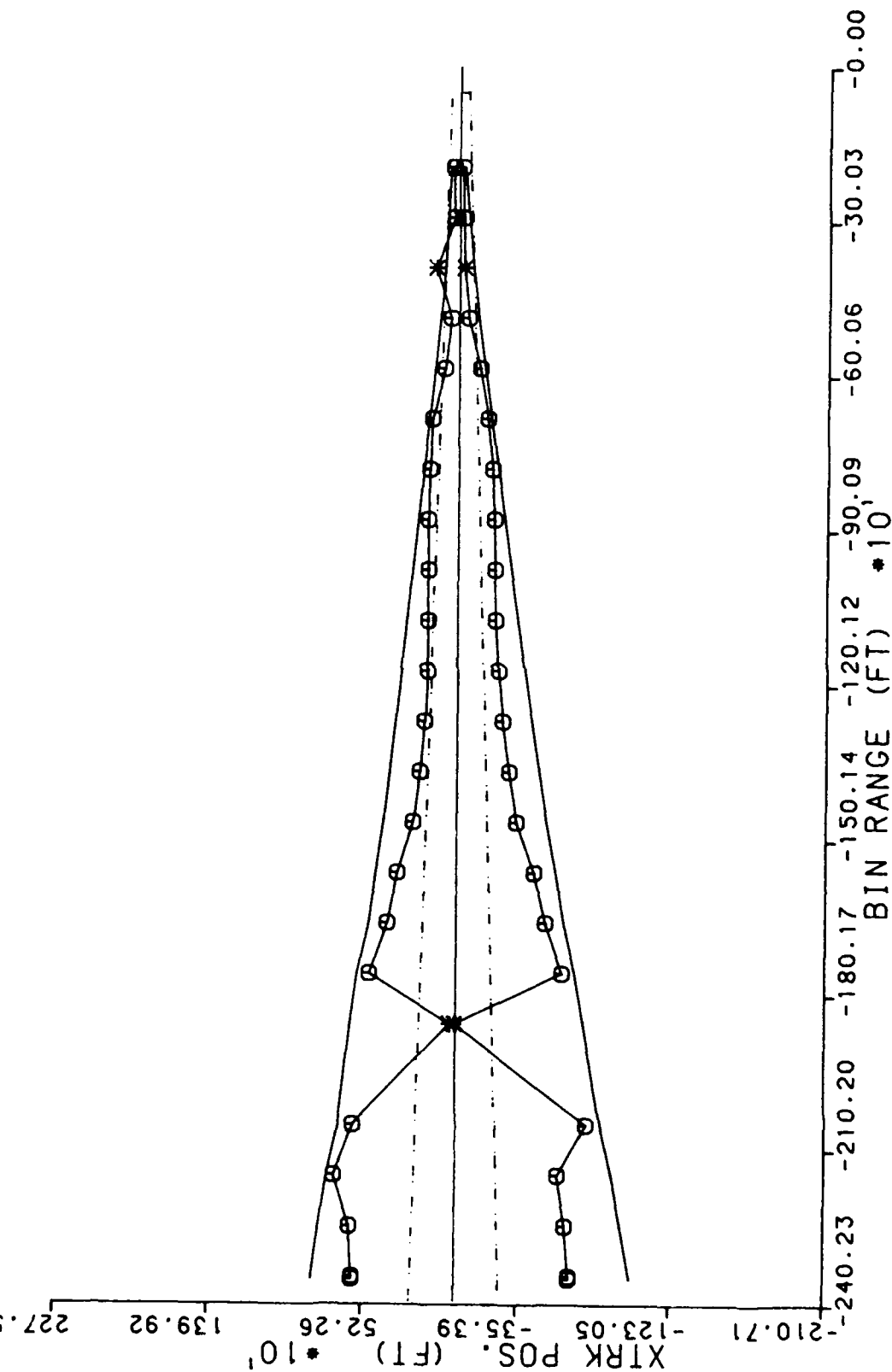
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES

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ATLANTIC CITY AIRPORT, NJ 08403

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) --- INDICATES FAA APPROACH SURFACE  
O INDICATES BETA DISTRIBUTION RANGE LIMIT \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
--- INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES

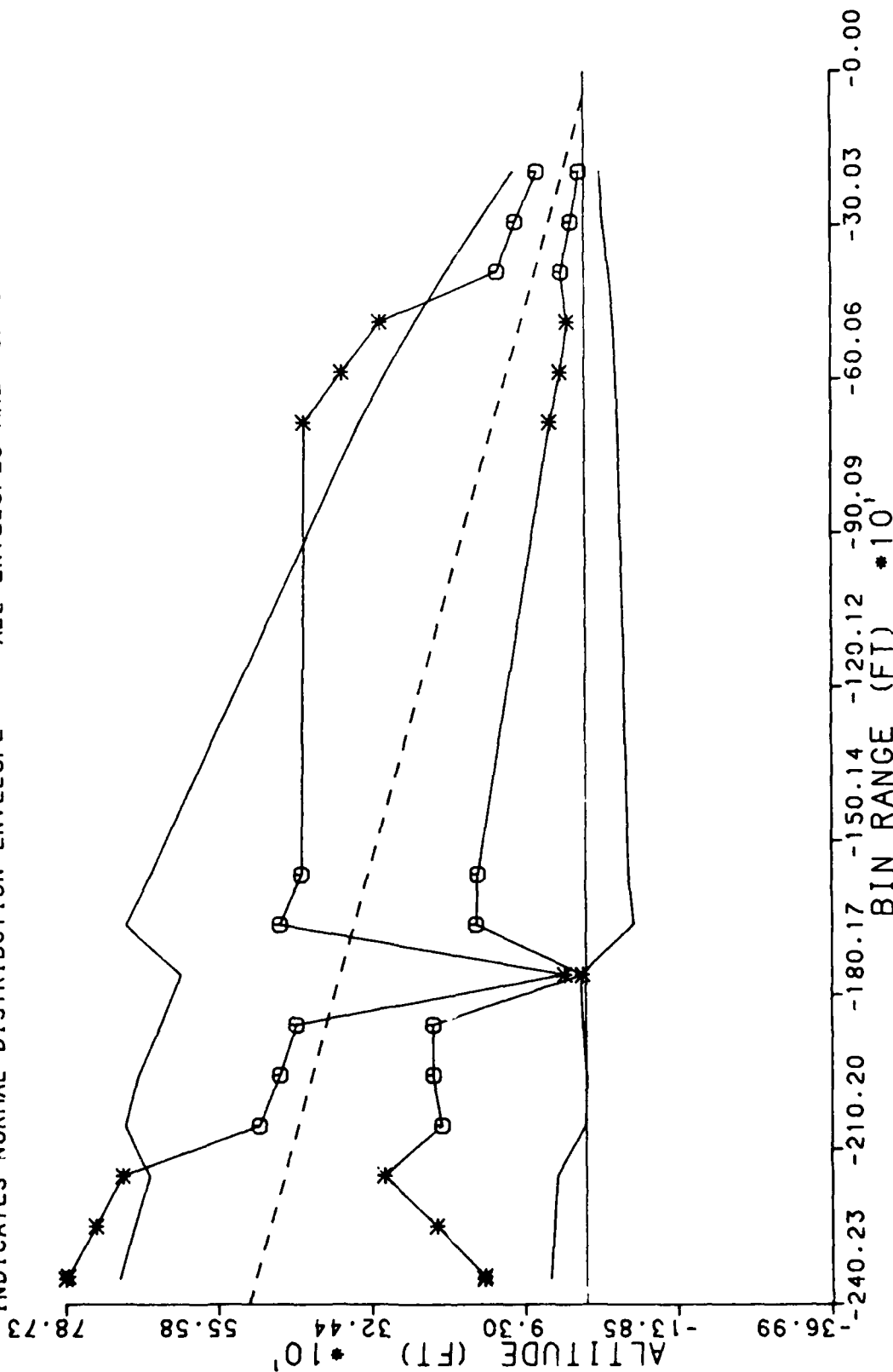
ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

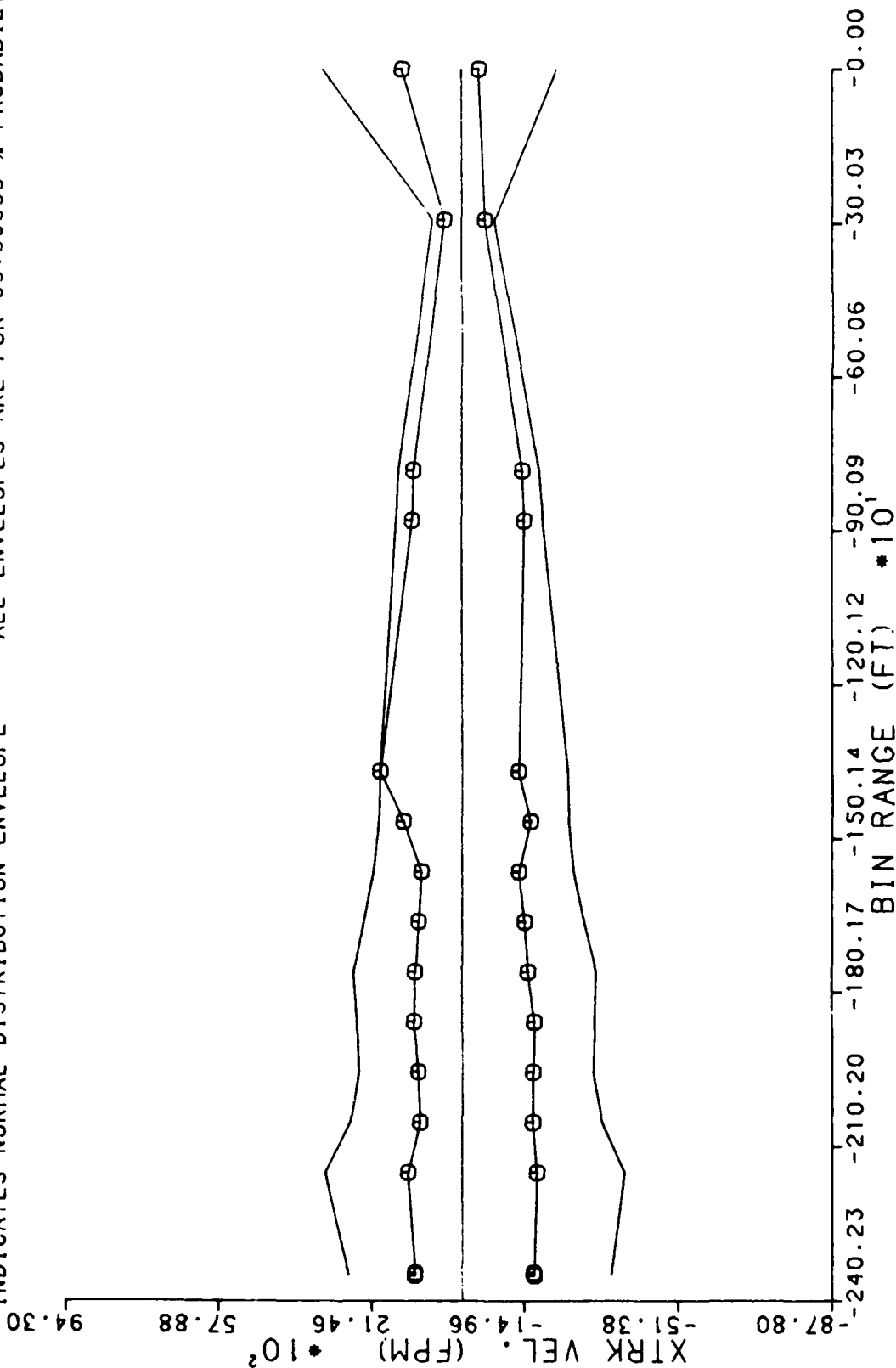
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES  
 CROSS-TRACK VELOCITY (FT) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT. NJ 08403

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

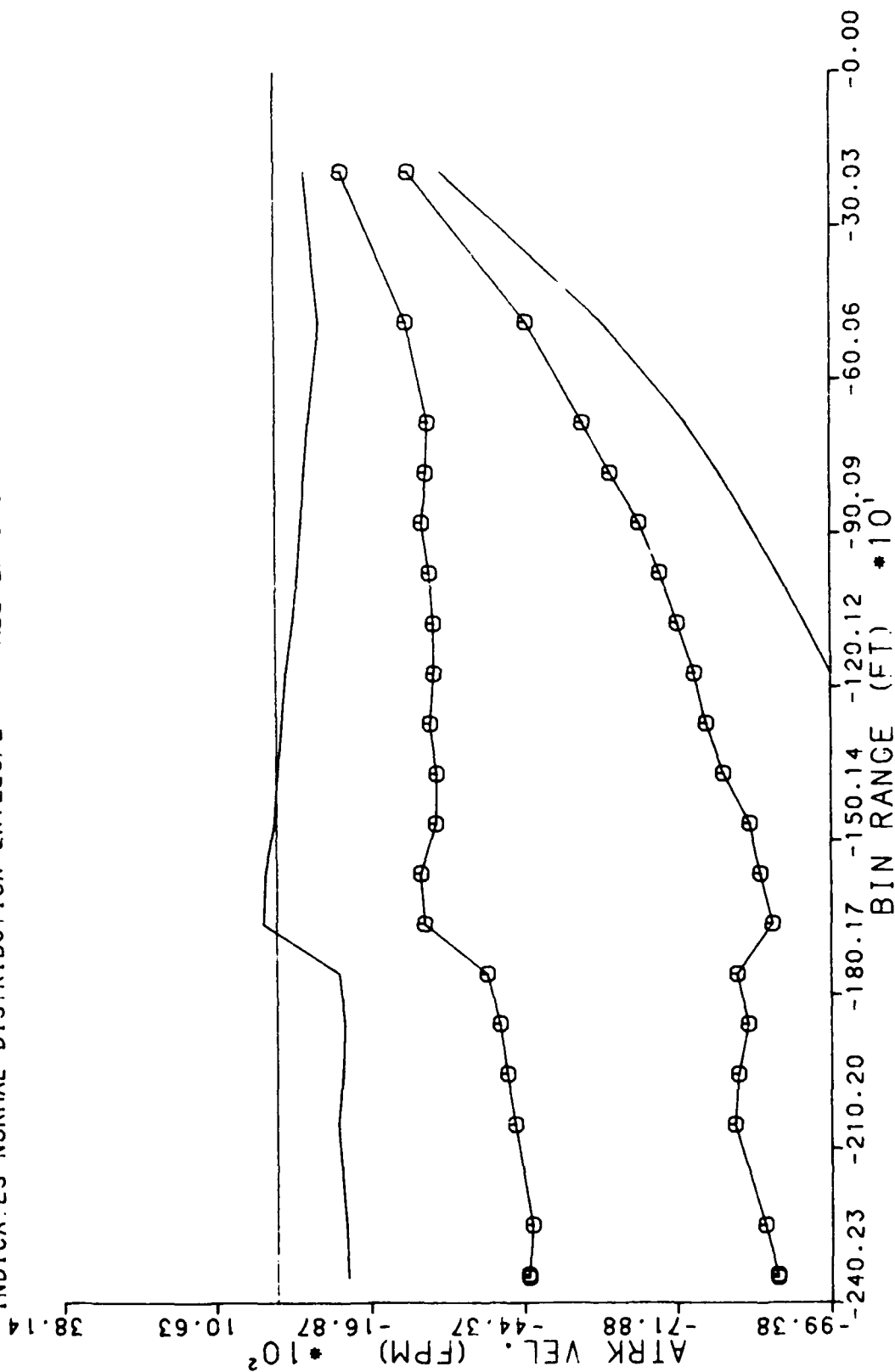




VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

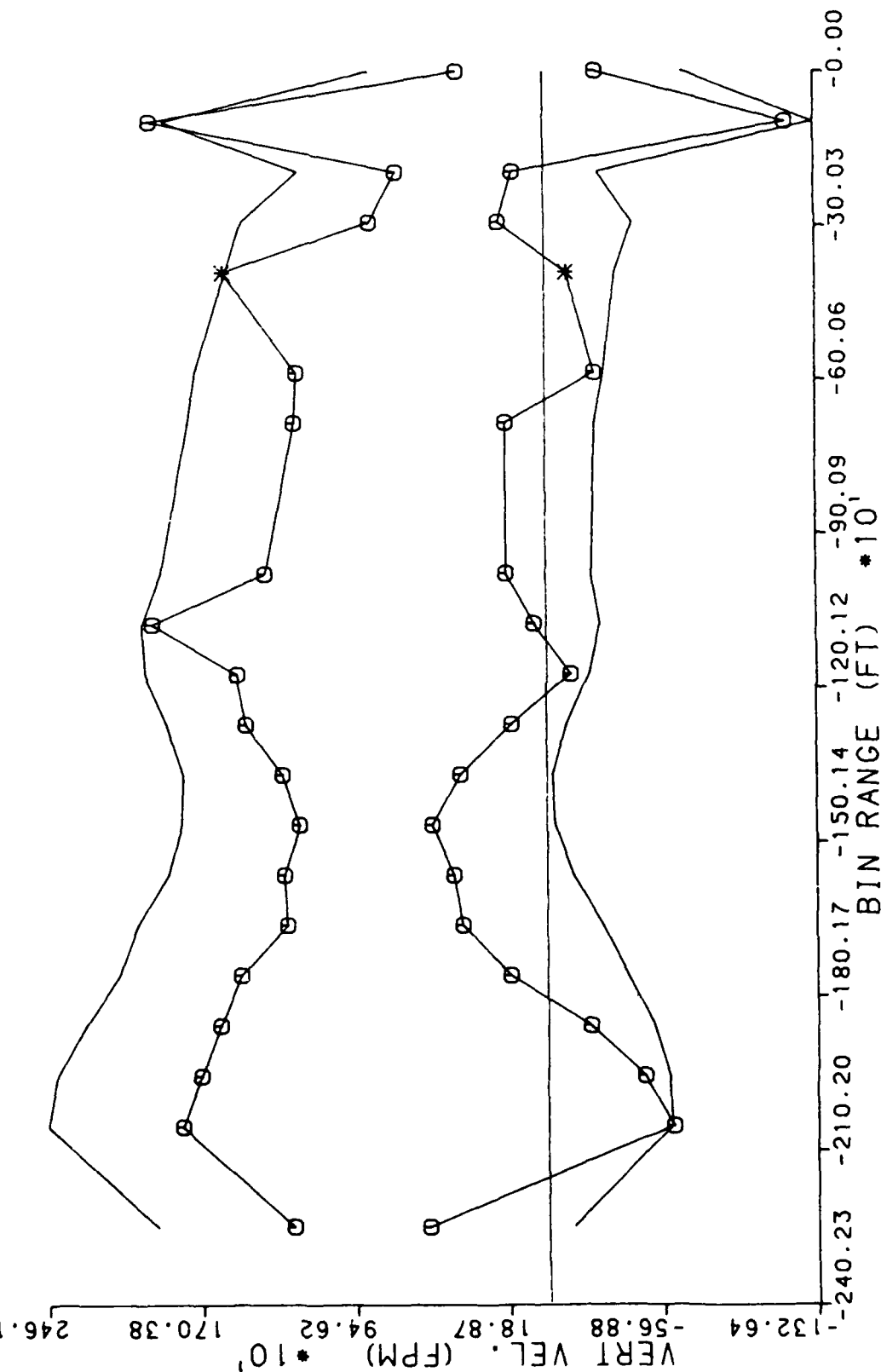
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY

12 DEGREE STRAIGHT DEPARTURES

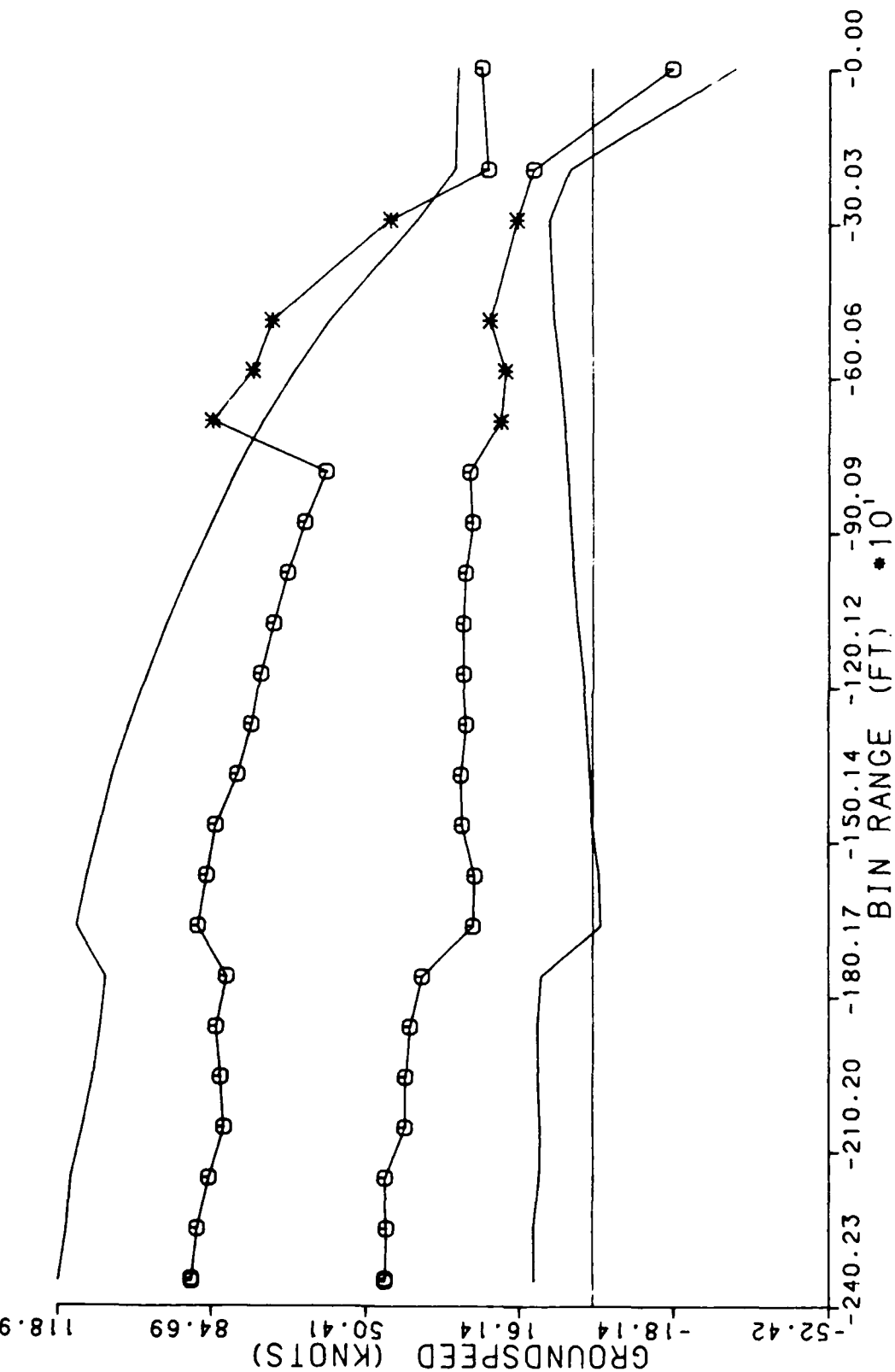
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08405

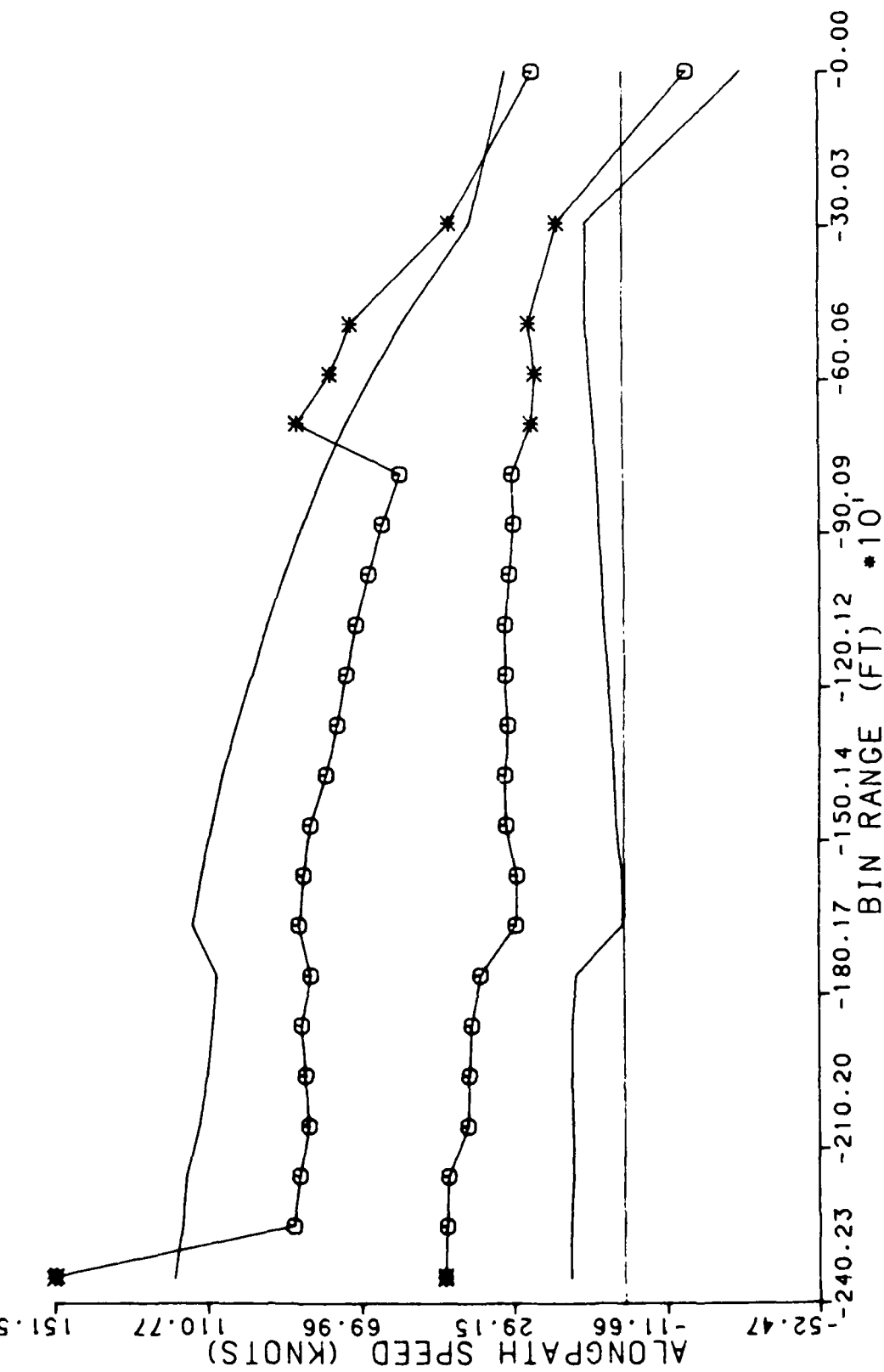
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES

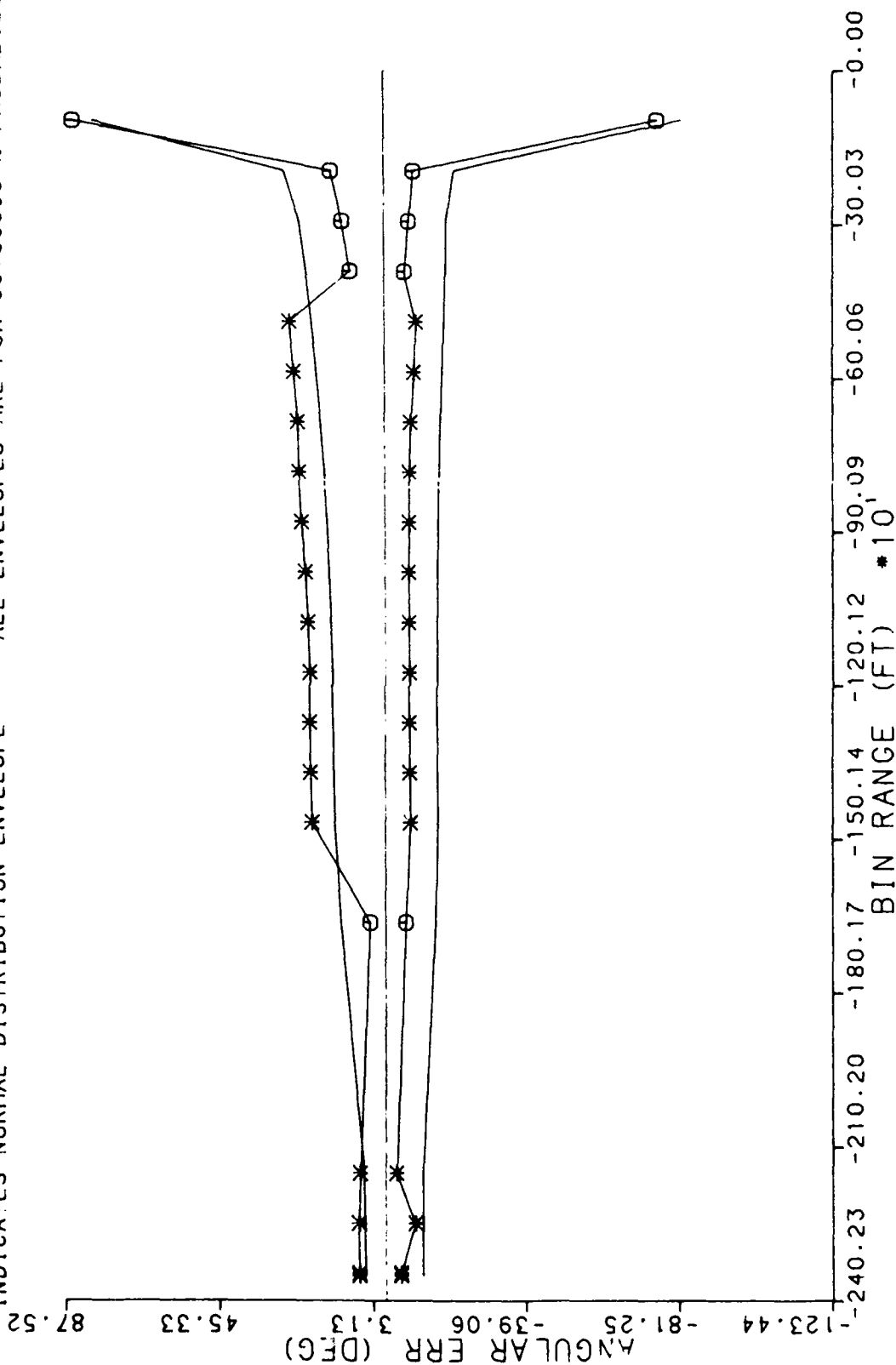
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES

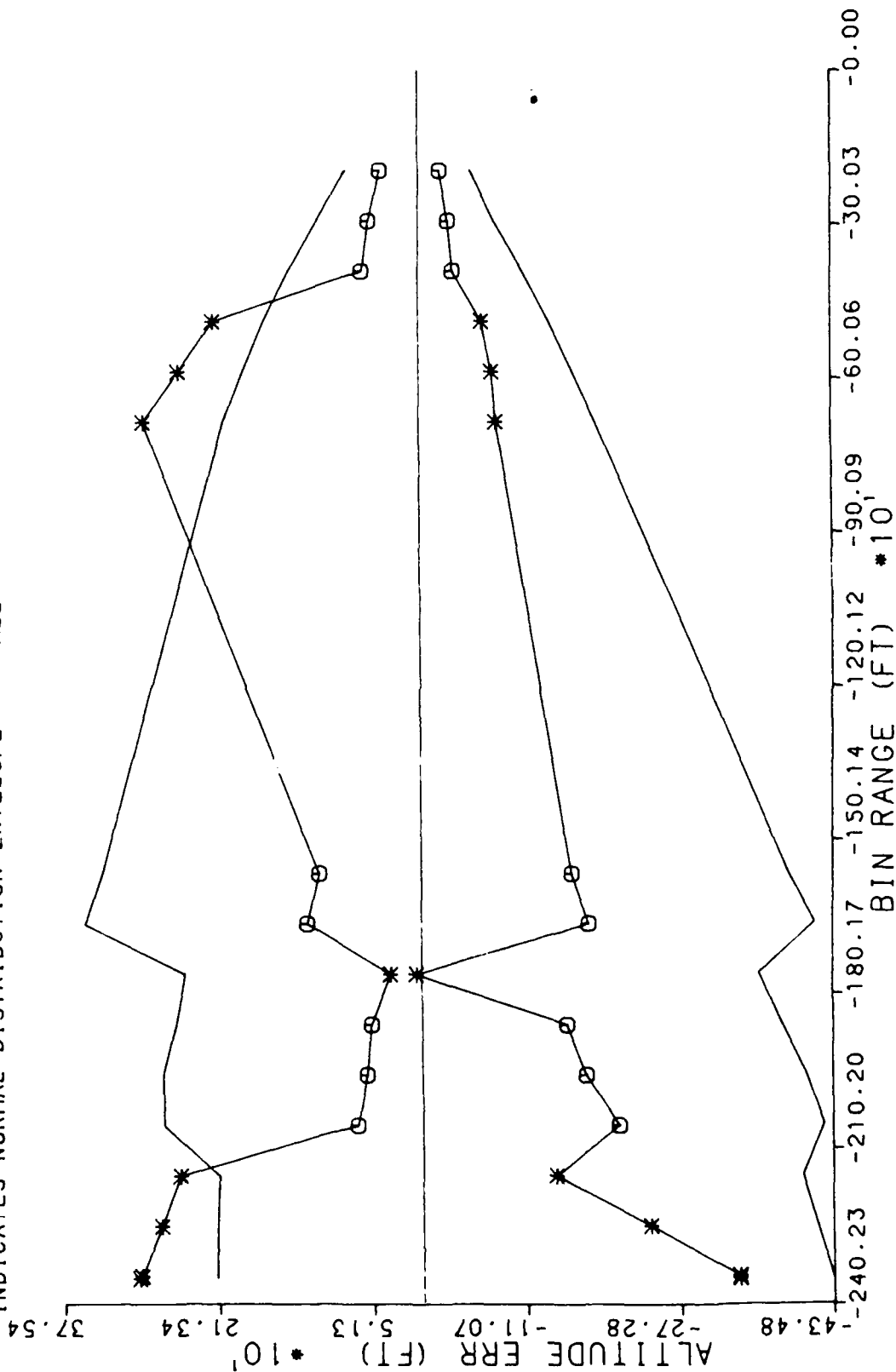
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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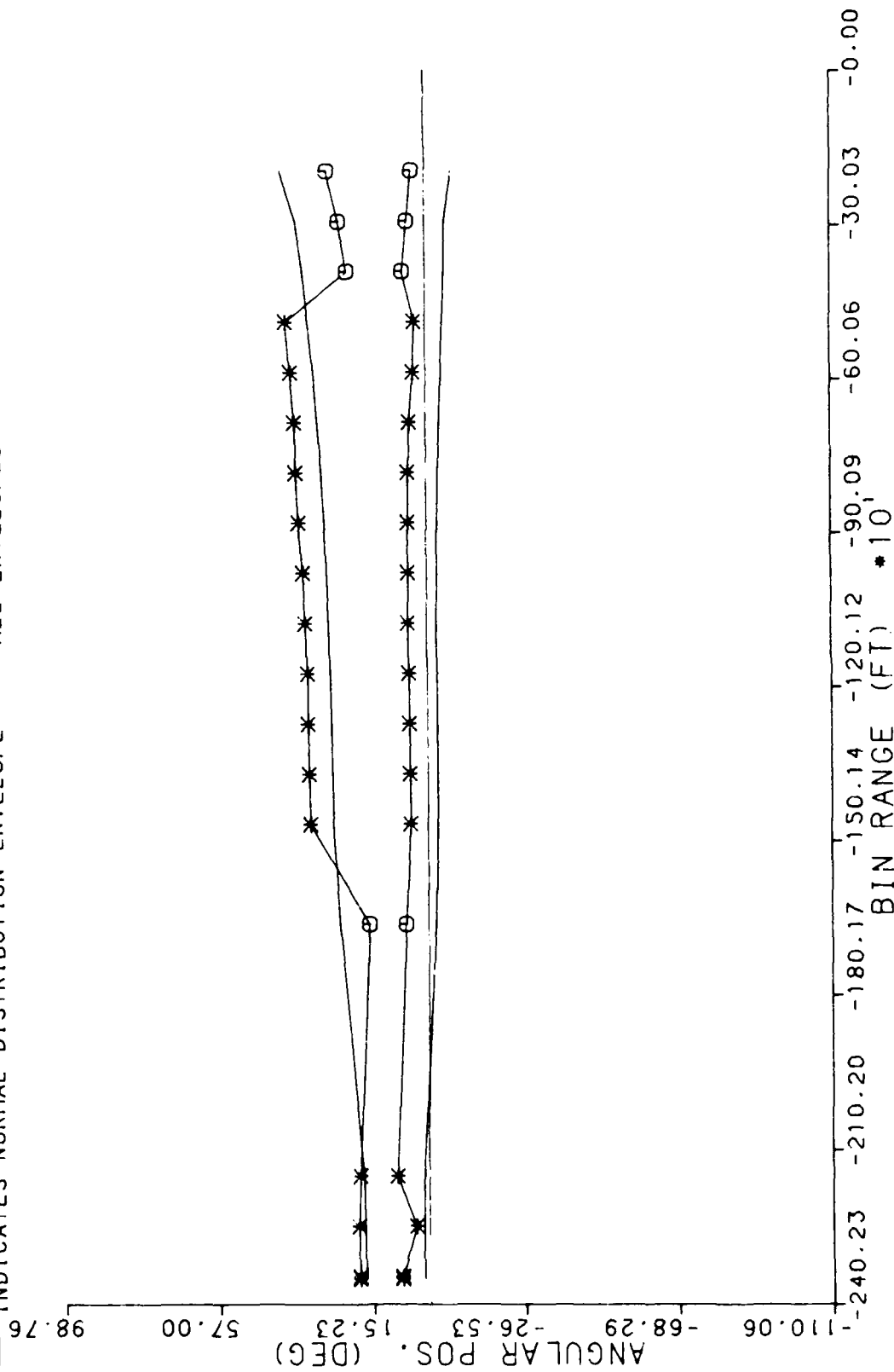
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



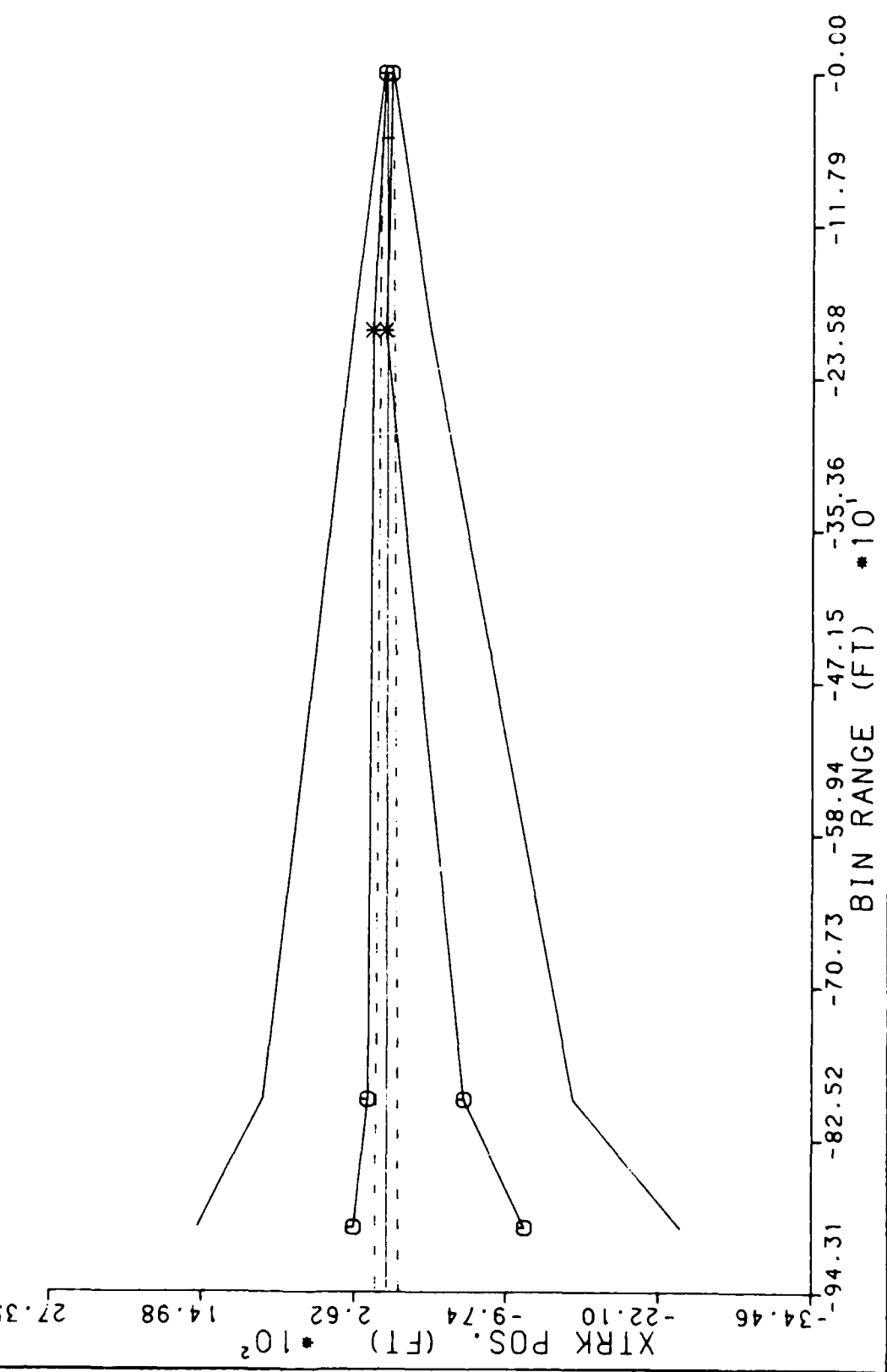
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE CURVED DEPARTURES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
 \*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 --- INDICATES NORMAL DISTRIBUTION ENVELOPE  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY





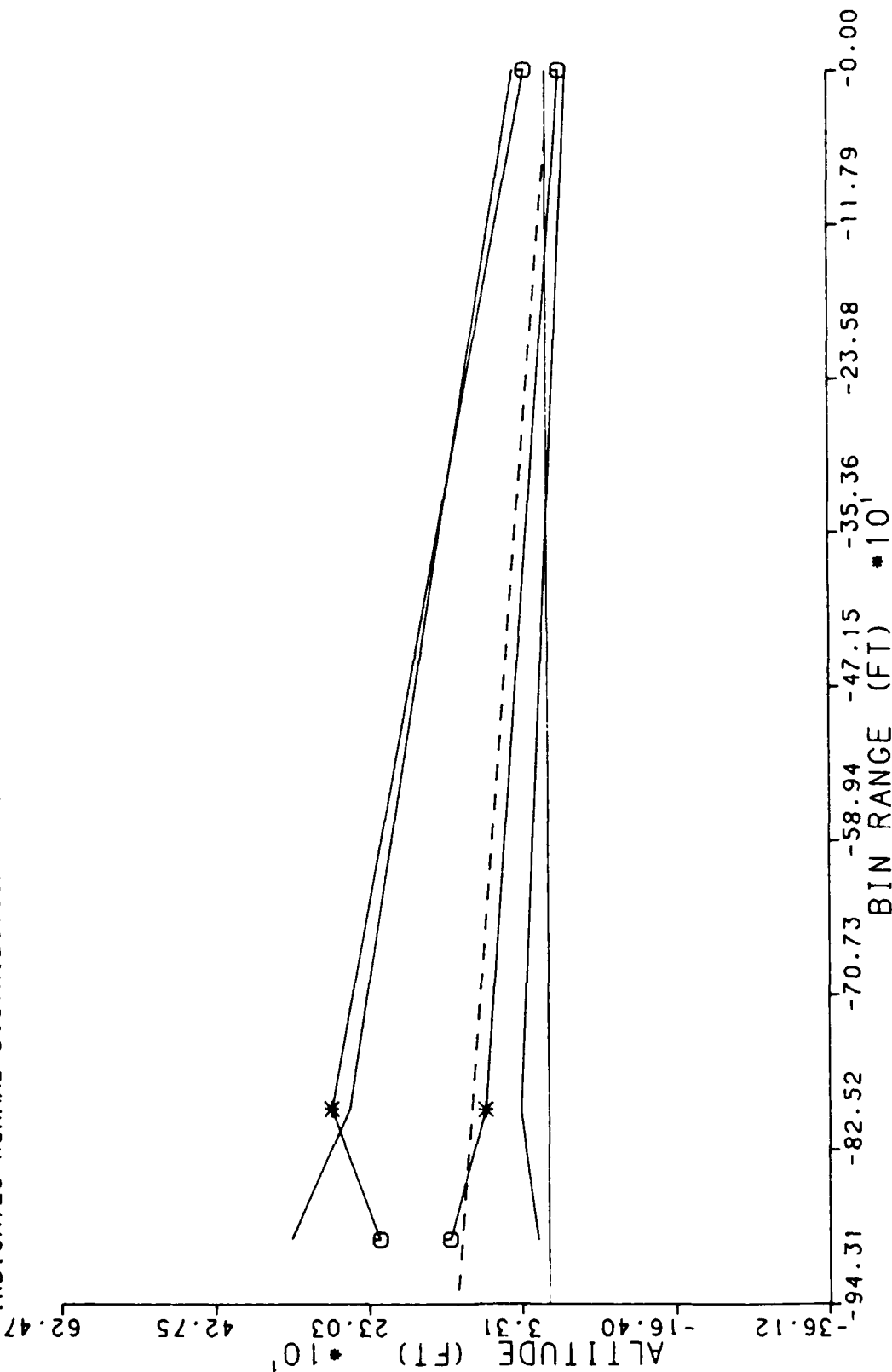
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE CURVED DEPARTURES

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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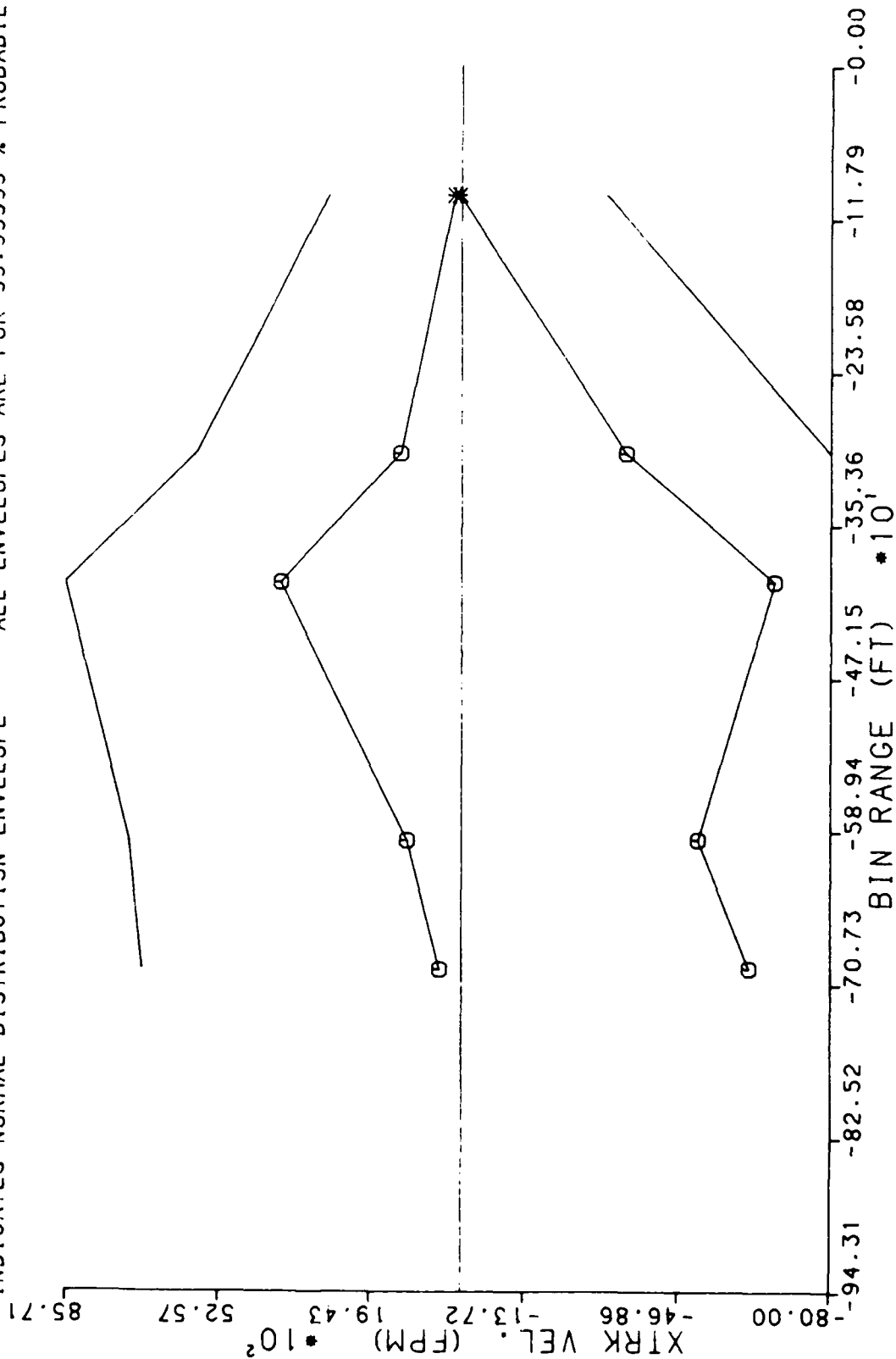
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE CURVED DEPARTURES

CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

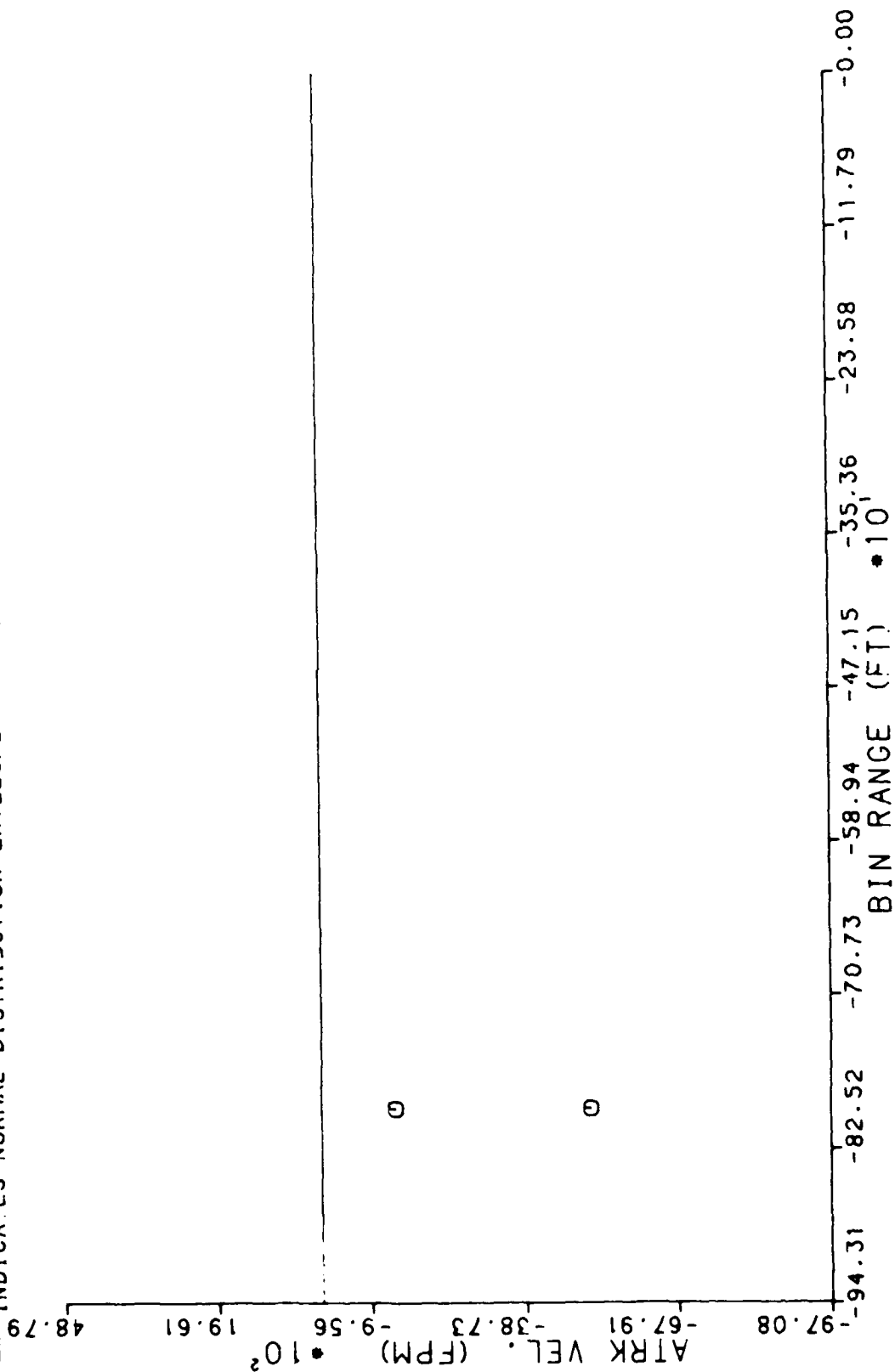
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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DATA PROCESSED BY FAA TECHNICAL CENTER  
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VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE CURVED DEPARTURES  
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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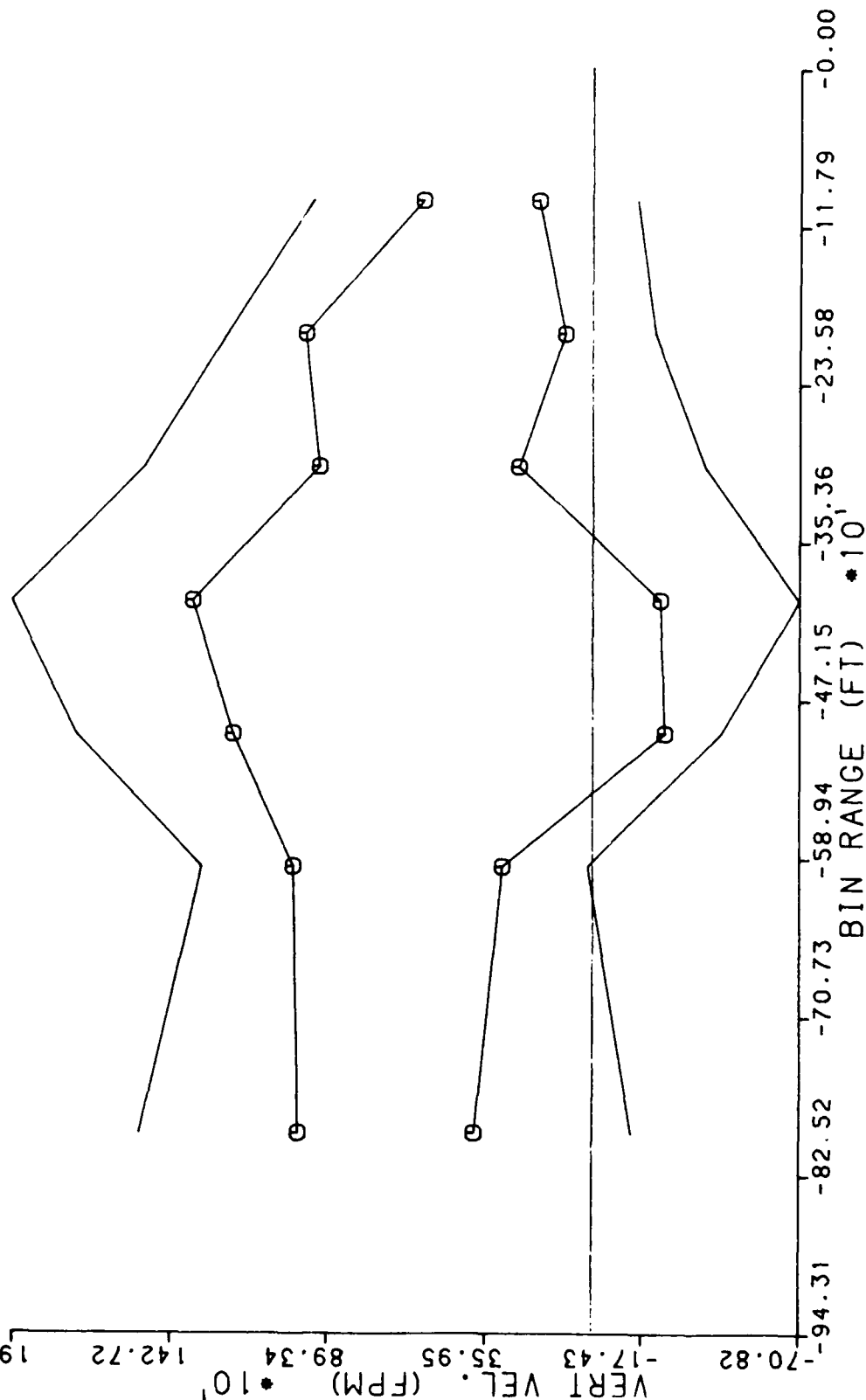
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE CURVED DEPARTURES

VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08423

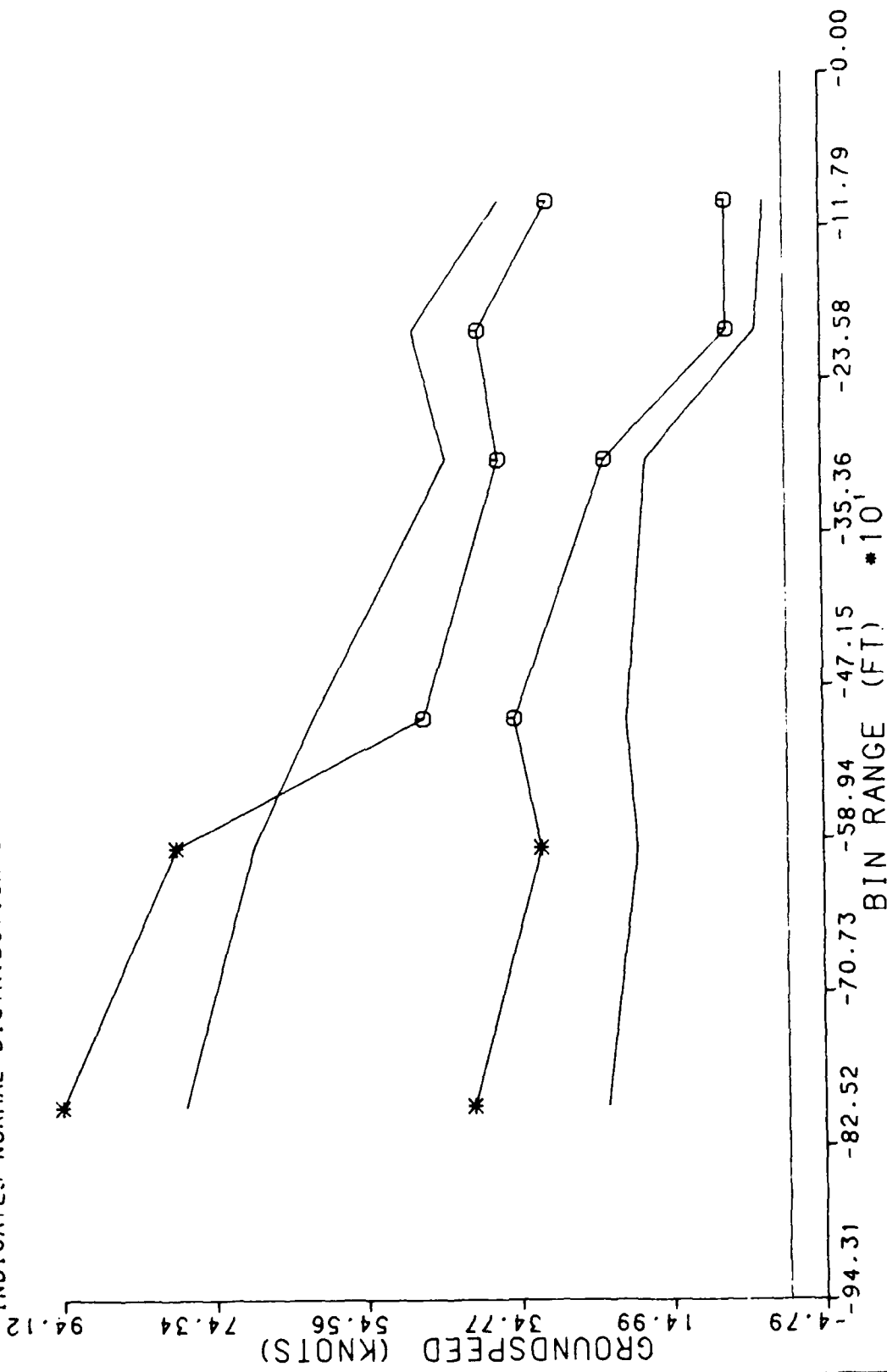
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE CURVED DEPARTURES

GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

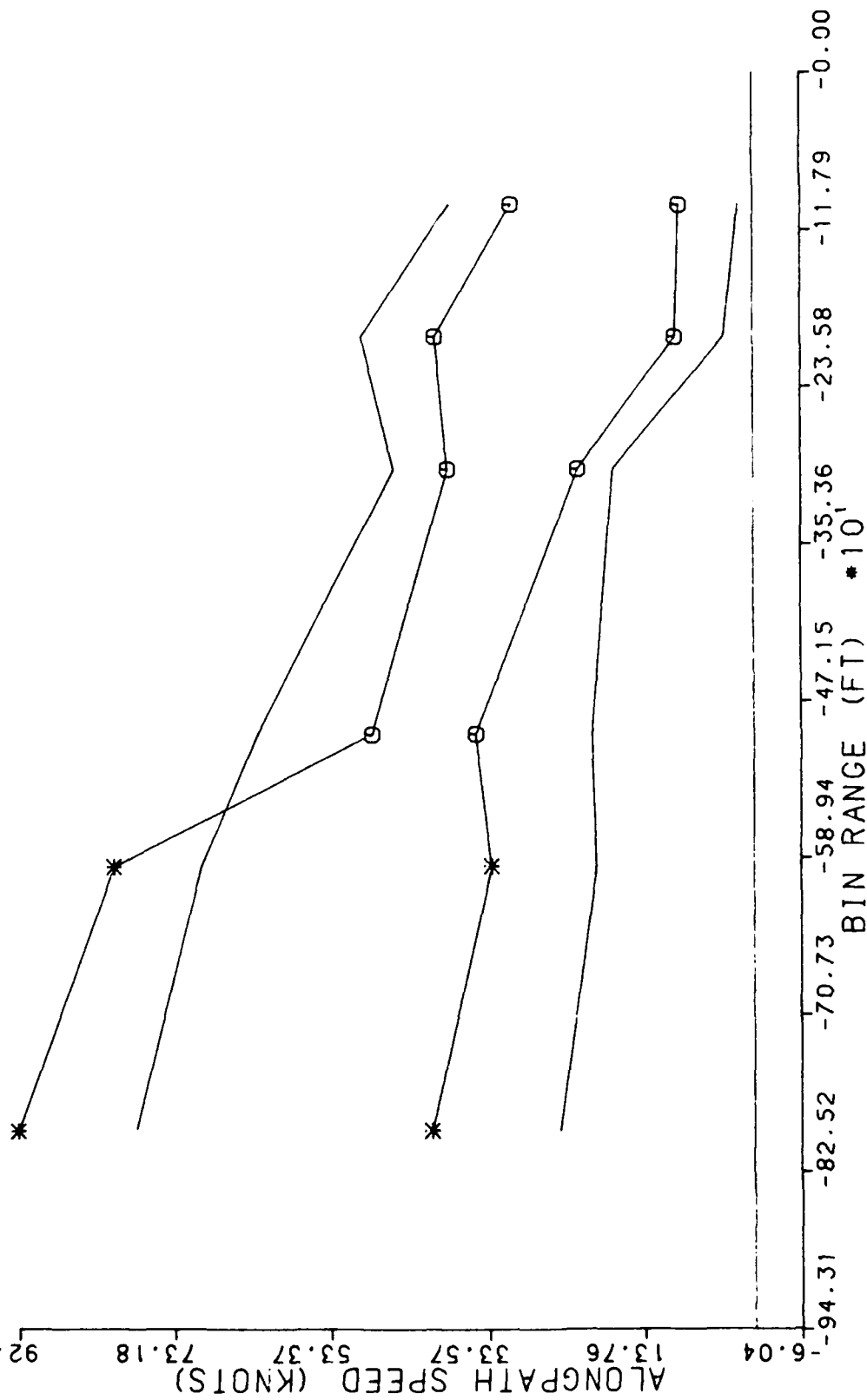
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE CURVED DEPARTURES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



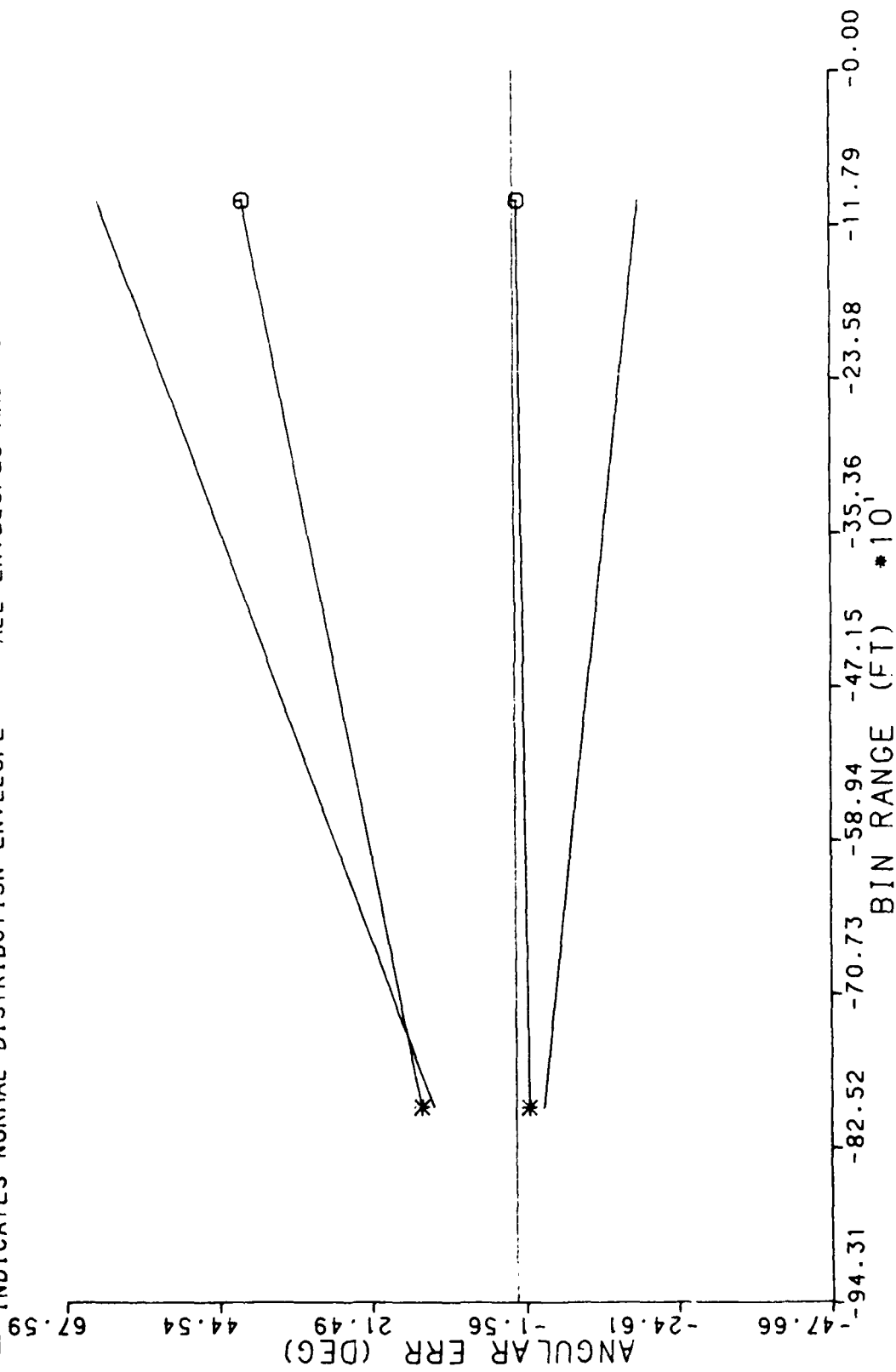
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE CURVED DEPARTURES

ANGULAR ERROR (DEG) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE CURVED DEPARTURES

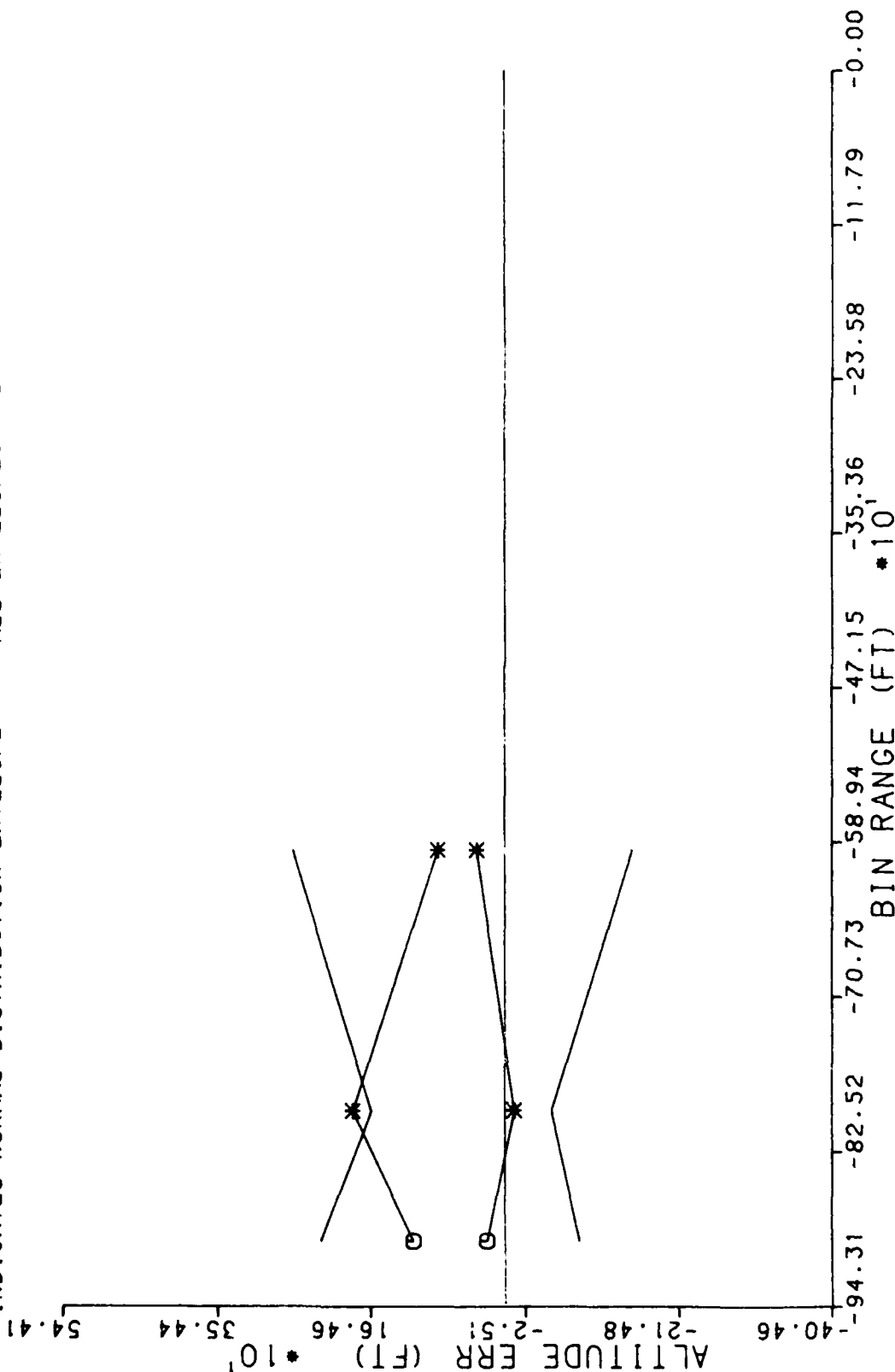
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY





VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE CURVED DEPARTURES

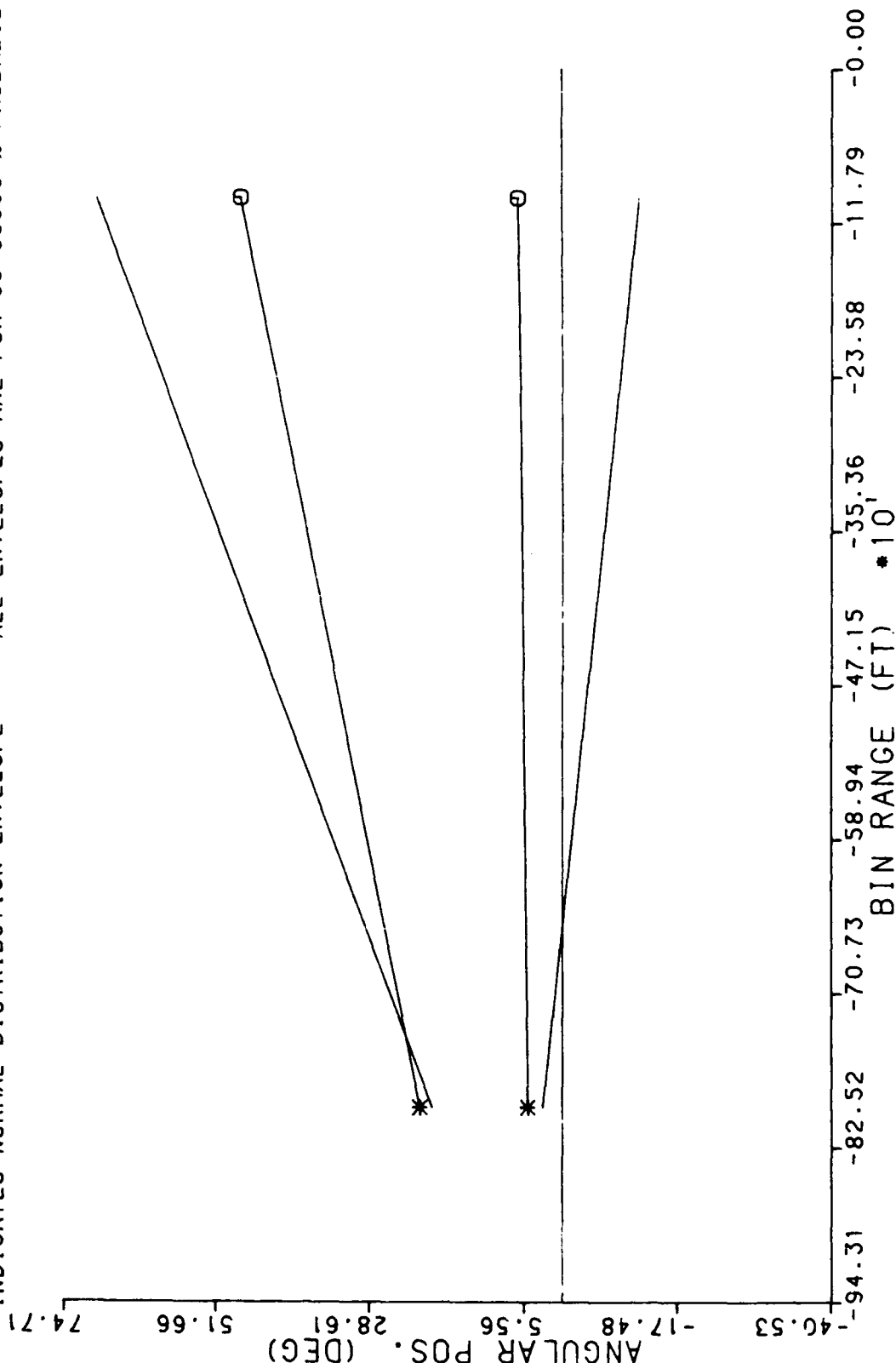
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

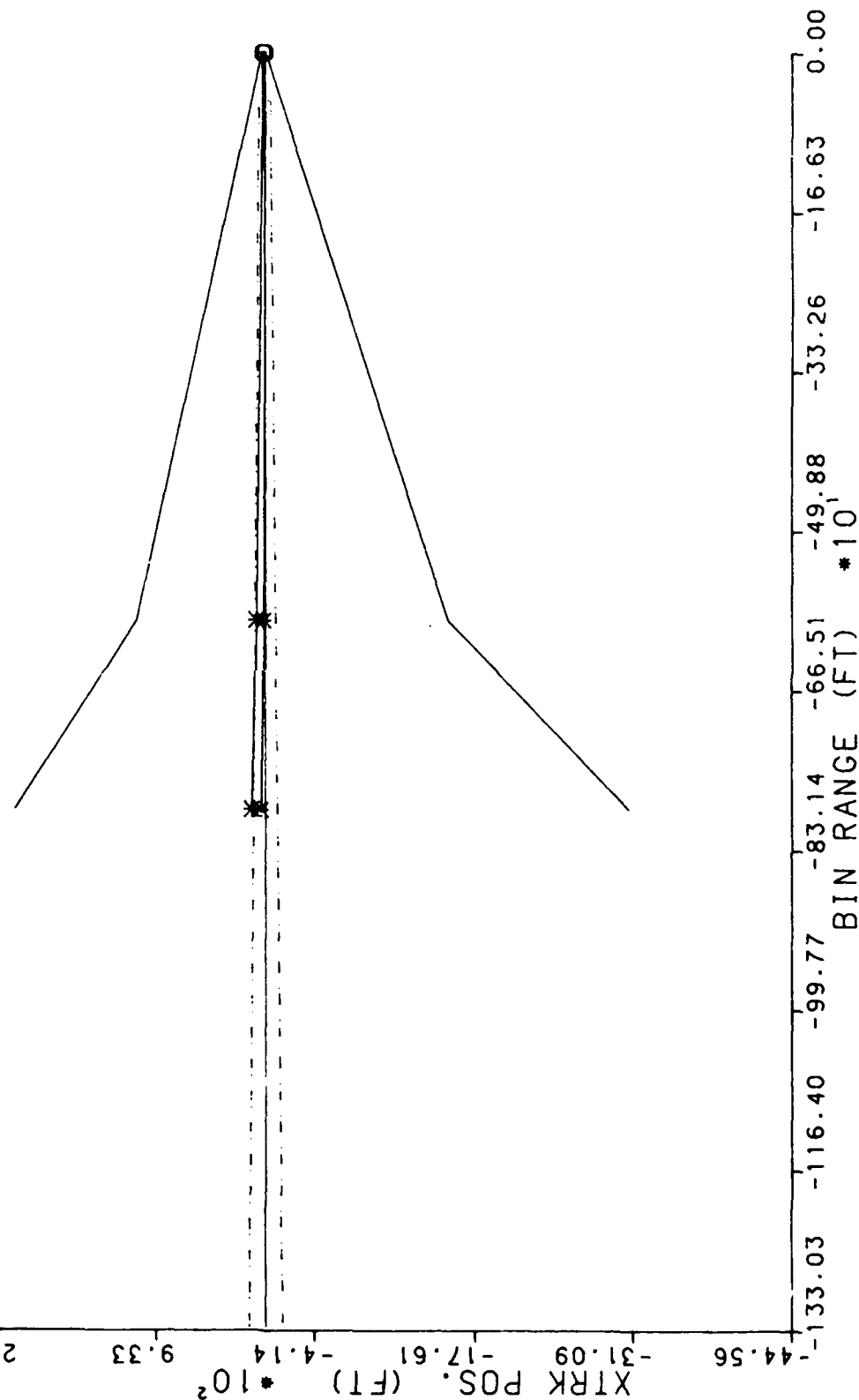
DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE CURVED DEPARTURES  
 CROSSRACK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
 INDICATES BETA DISTRIBUTION RANGE LIMIT \*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 -- INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT. NJ 08403



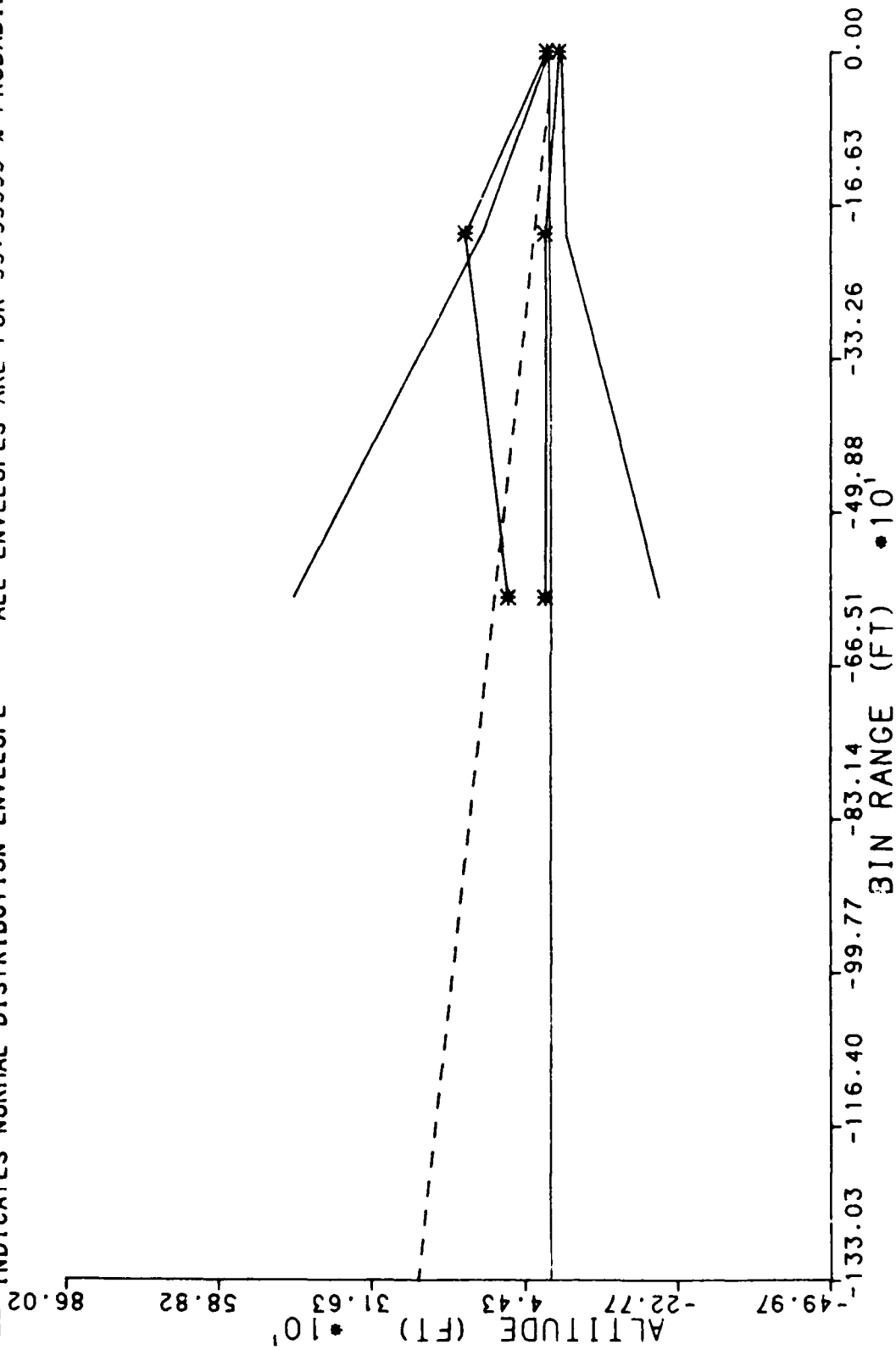
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE CURVED DEPARTURES

ALTITUDE (FT) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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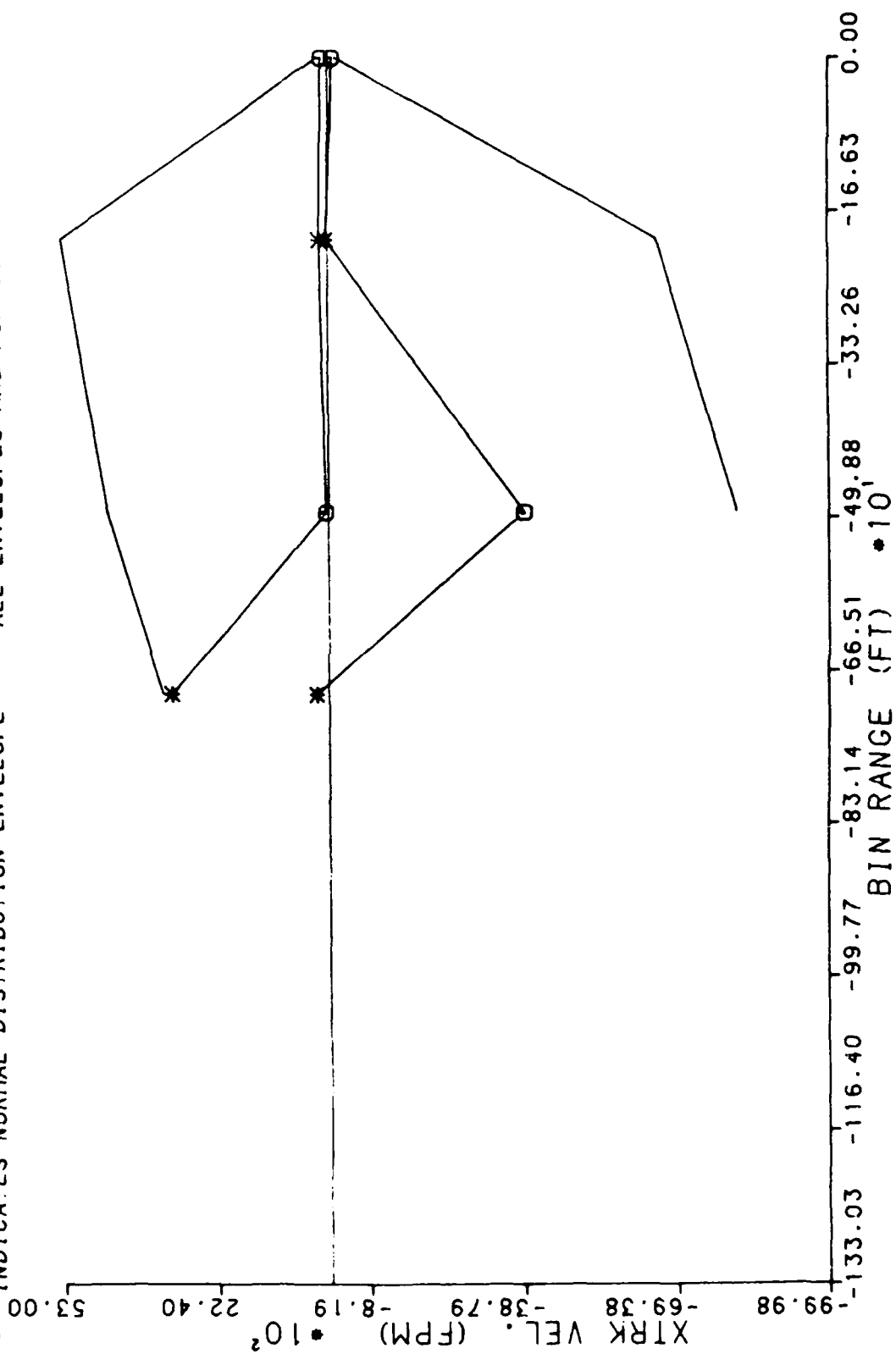
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UM1 DATA ONLY  
 10 DEGREE CURVED DEPARTURES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08402

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

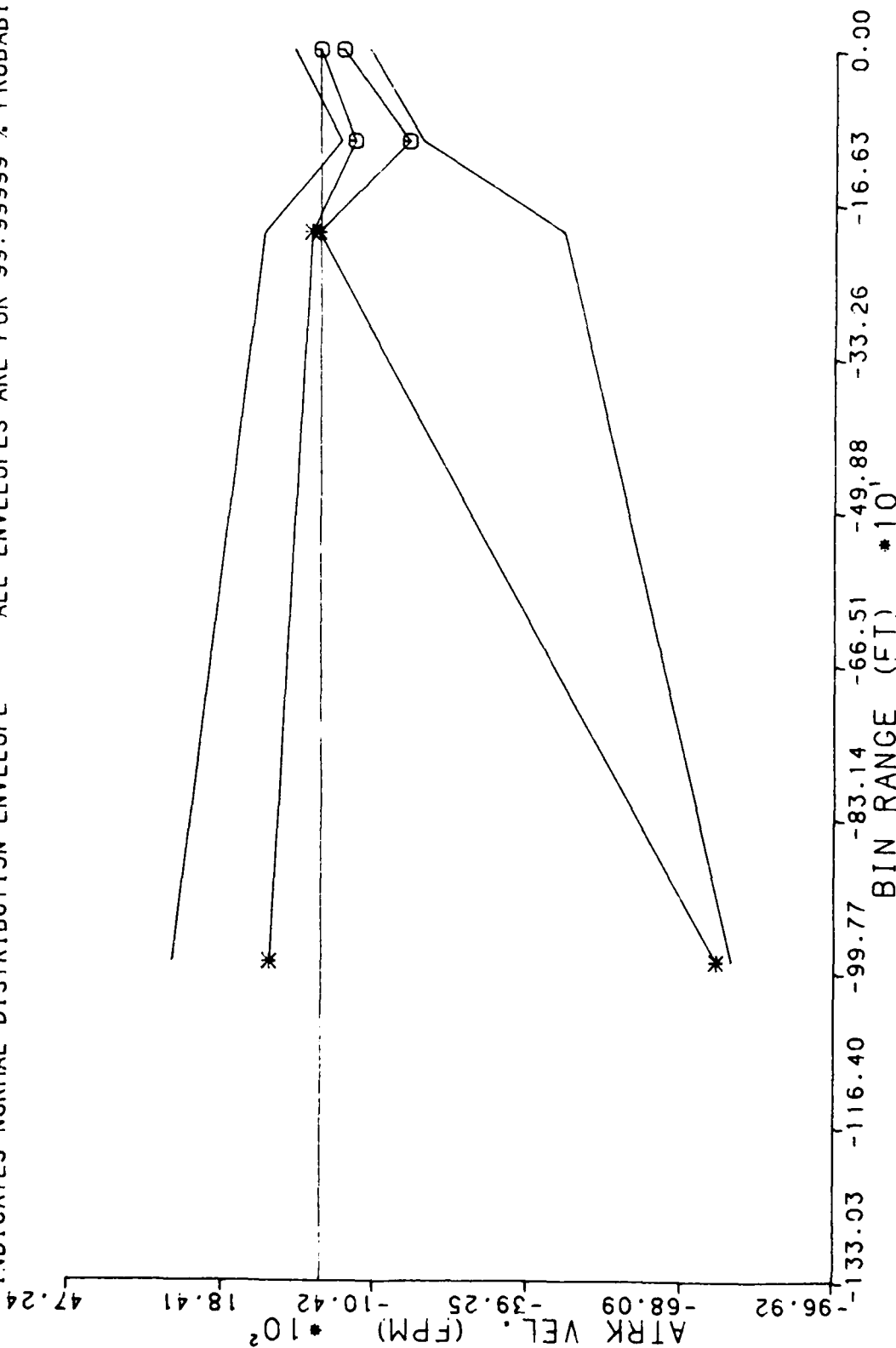


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE CURVED DEPARTURES

ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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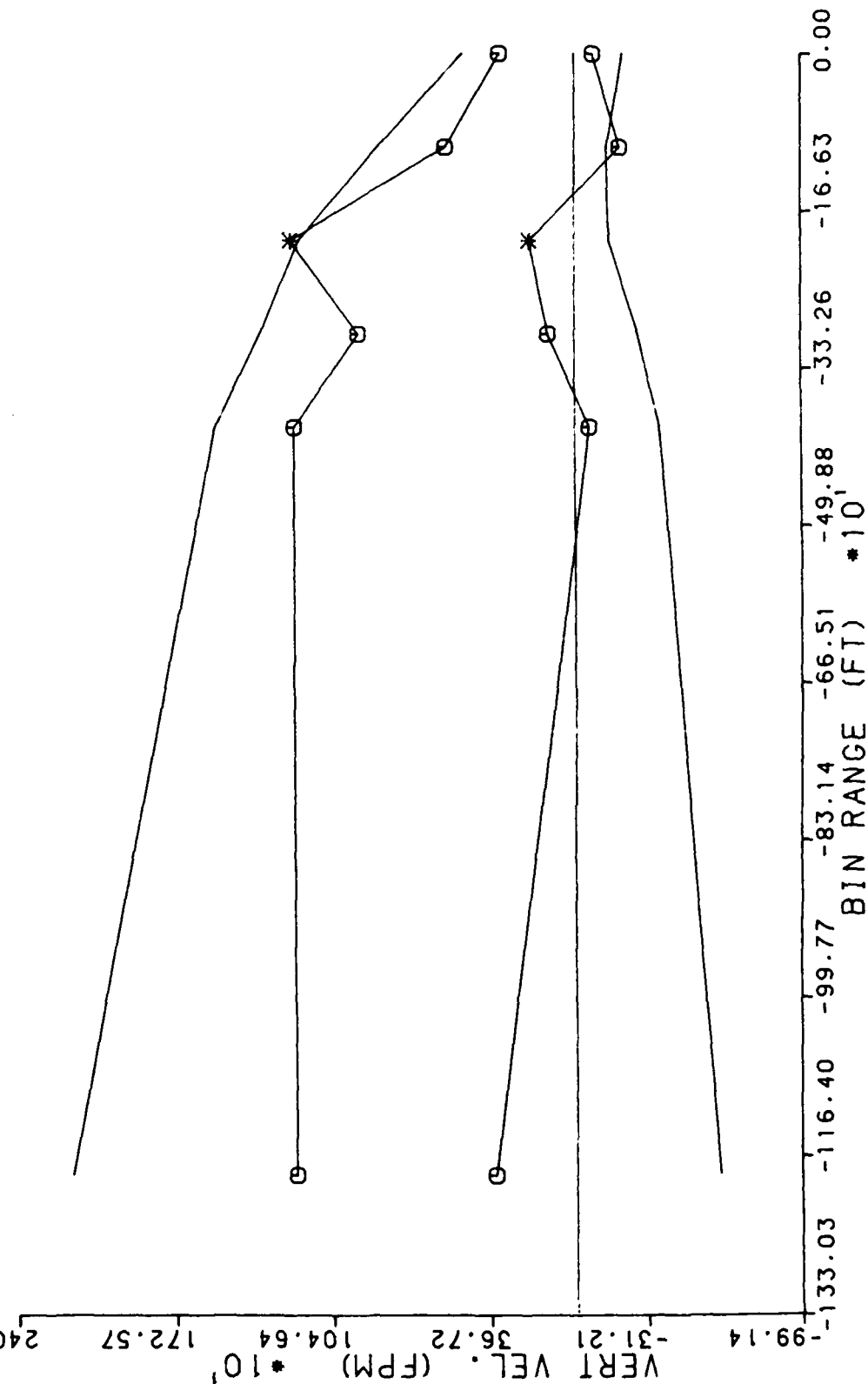
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE CURVED DEPARTURES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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 ATLANTIC CITY AIRPORT. NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY

10 DEGREE CURVED DEPARTURES

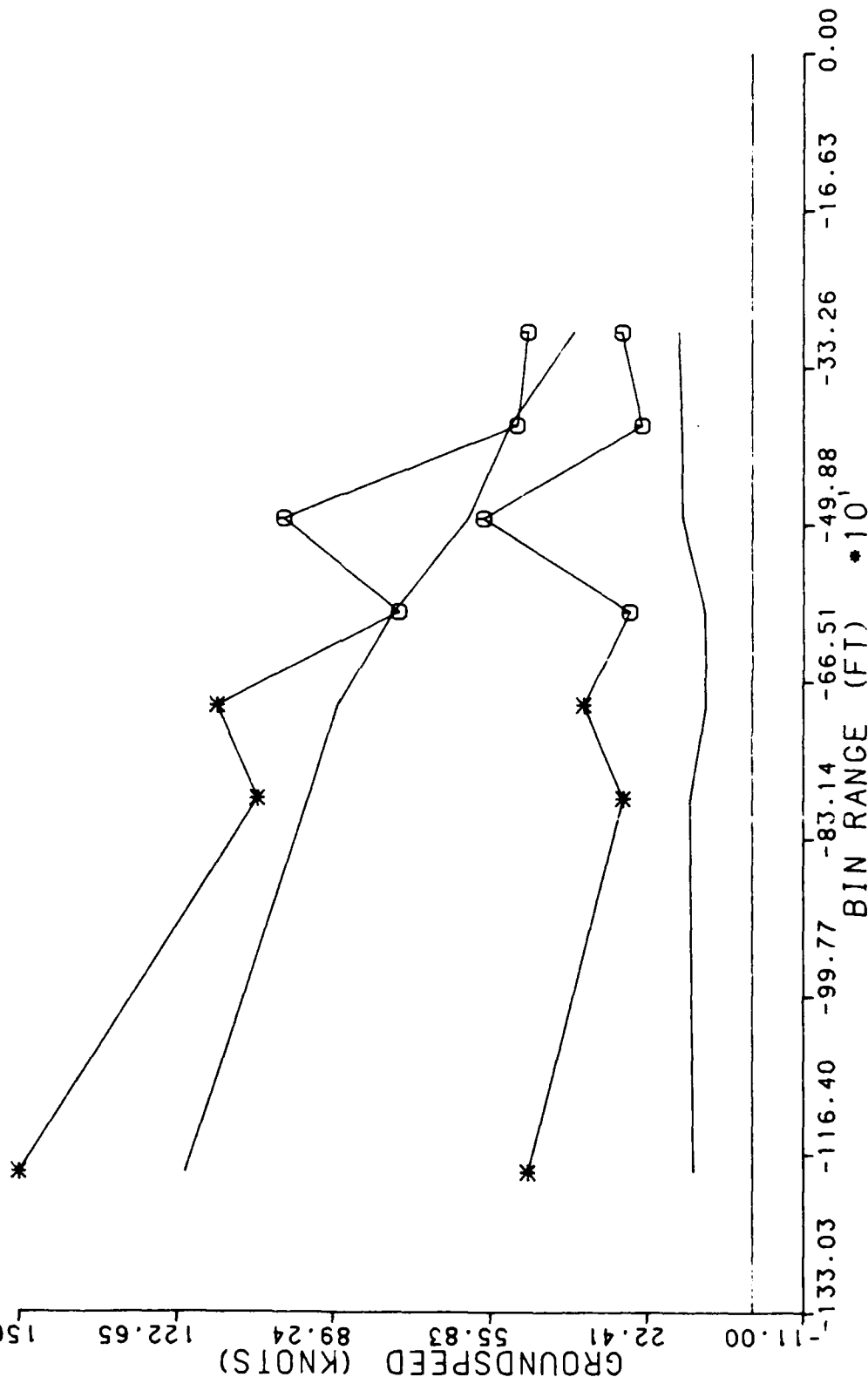
GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

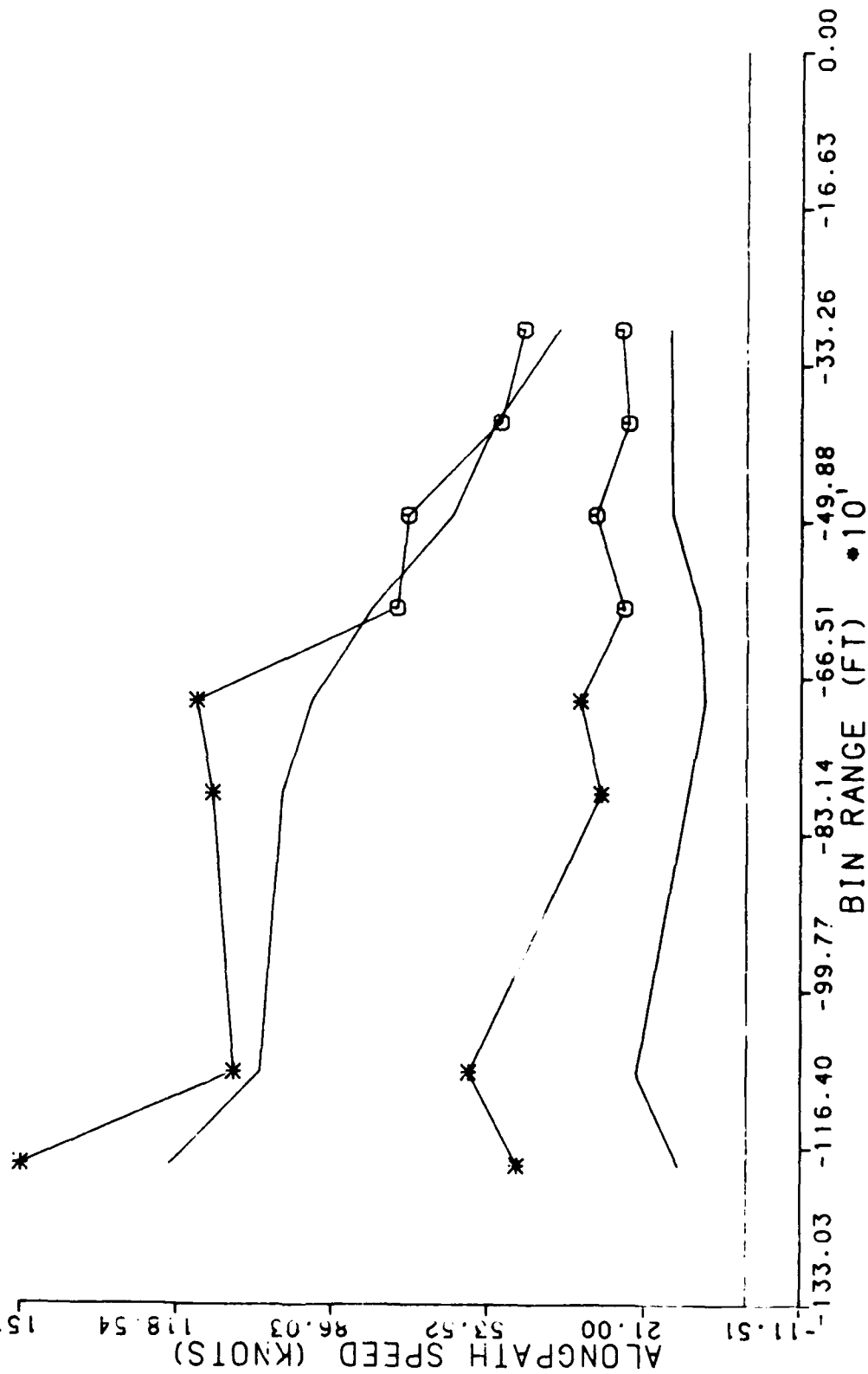
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE CURVED DEPARTURES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 \*INDICATES BETA DISTRIBUTION RANGE LIMIT  
 \*INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

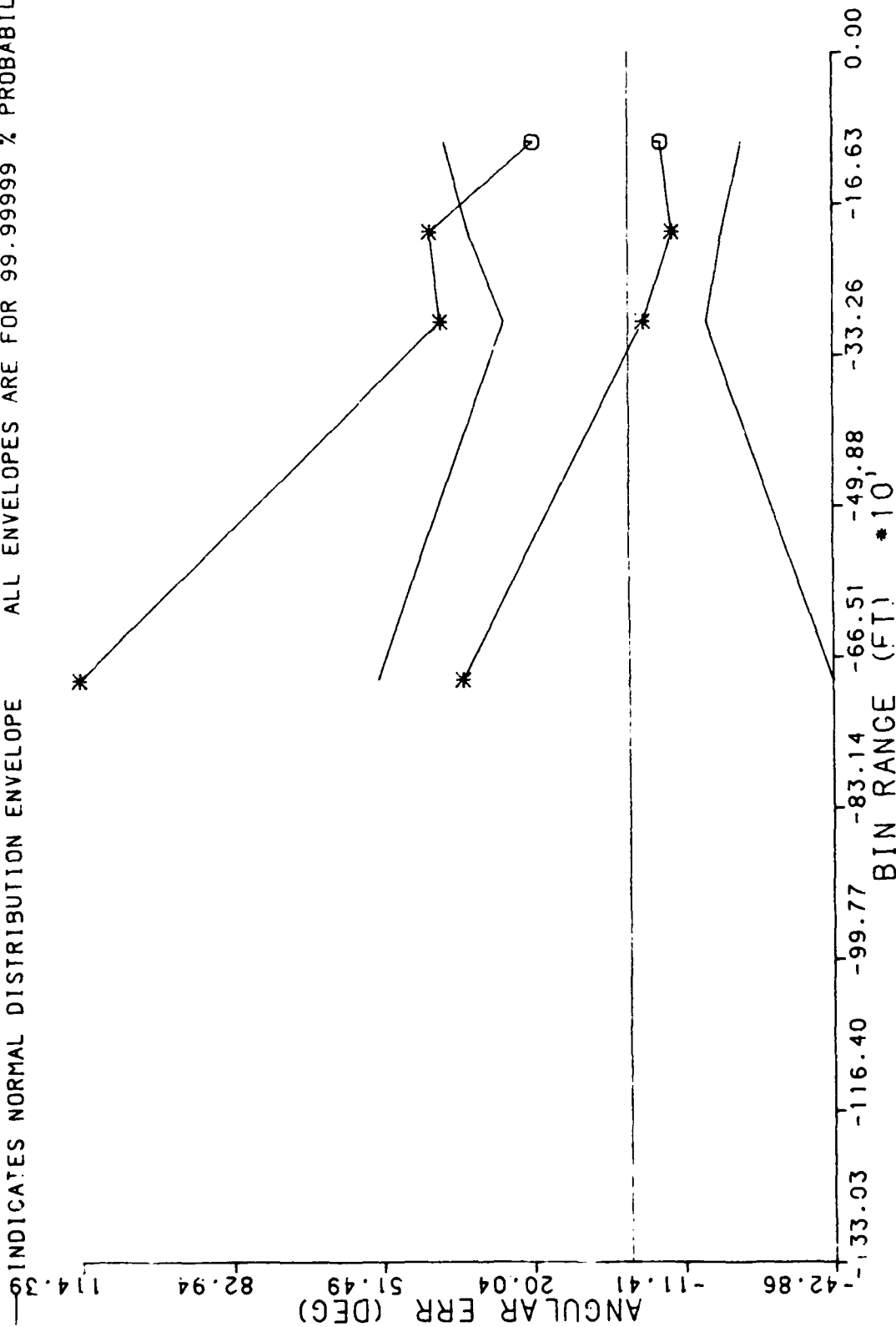




VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE CURVED DEPARTURES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 \* INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE CURVED DEPARTURES

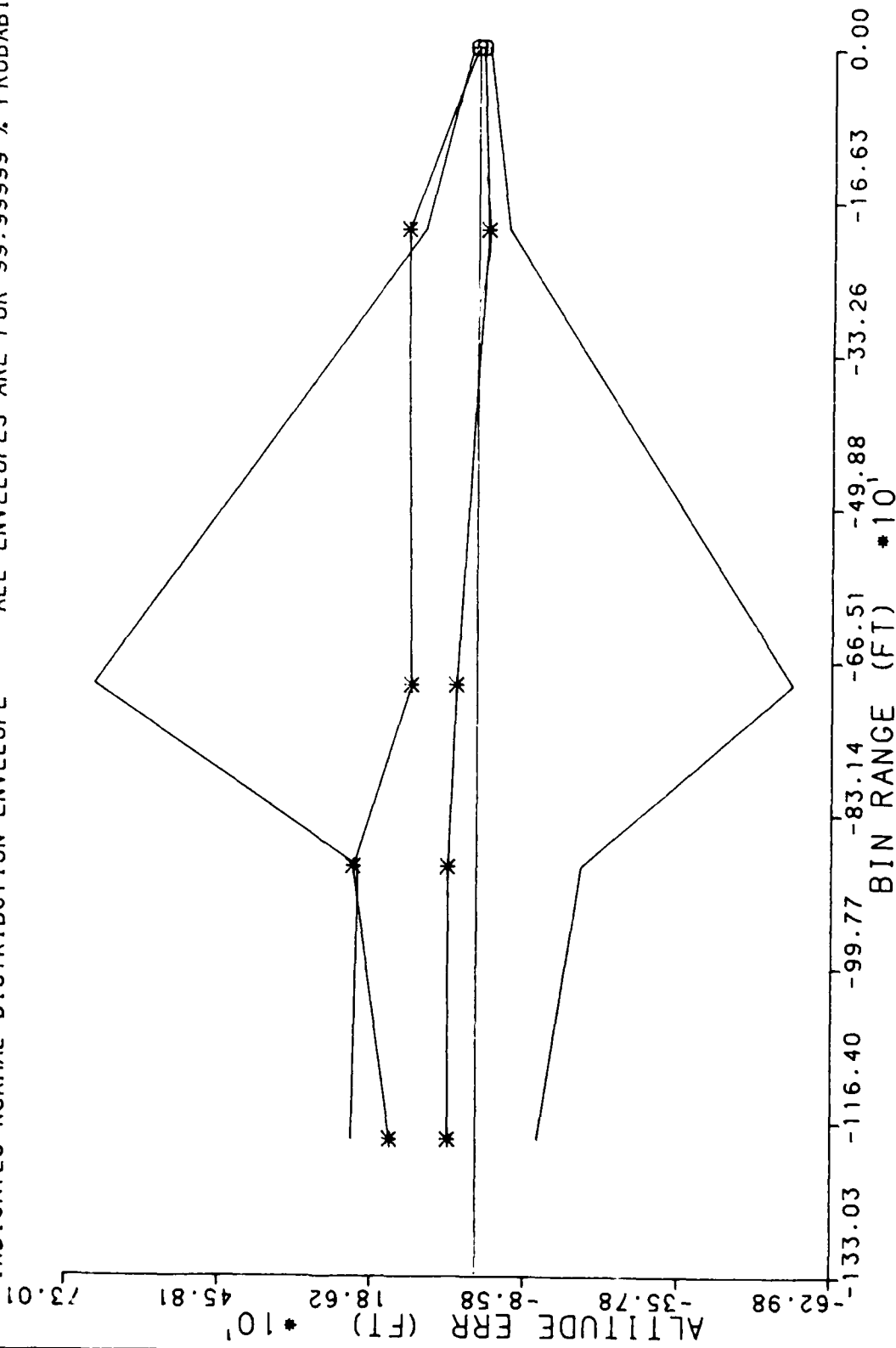
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT. NJ 08403

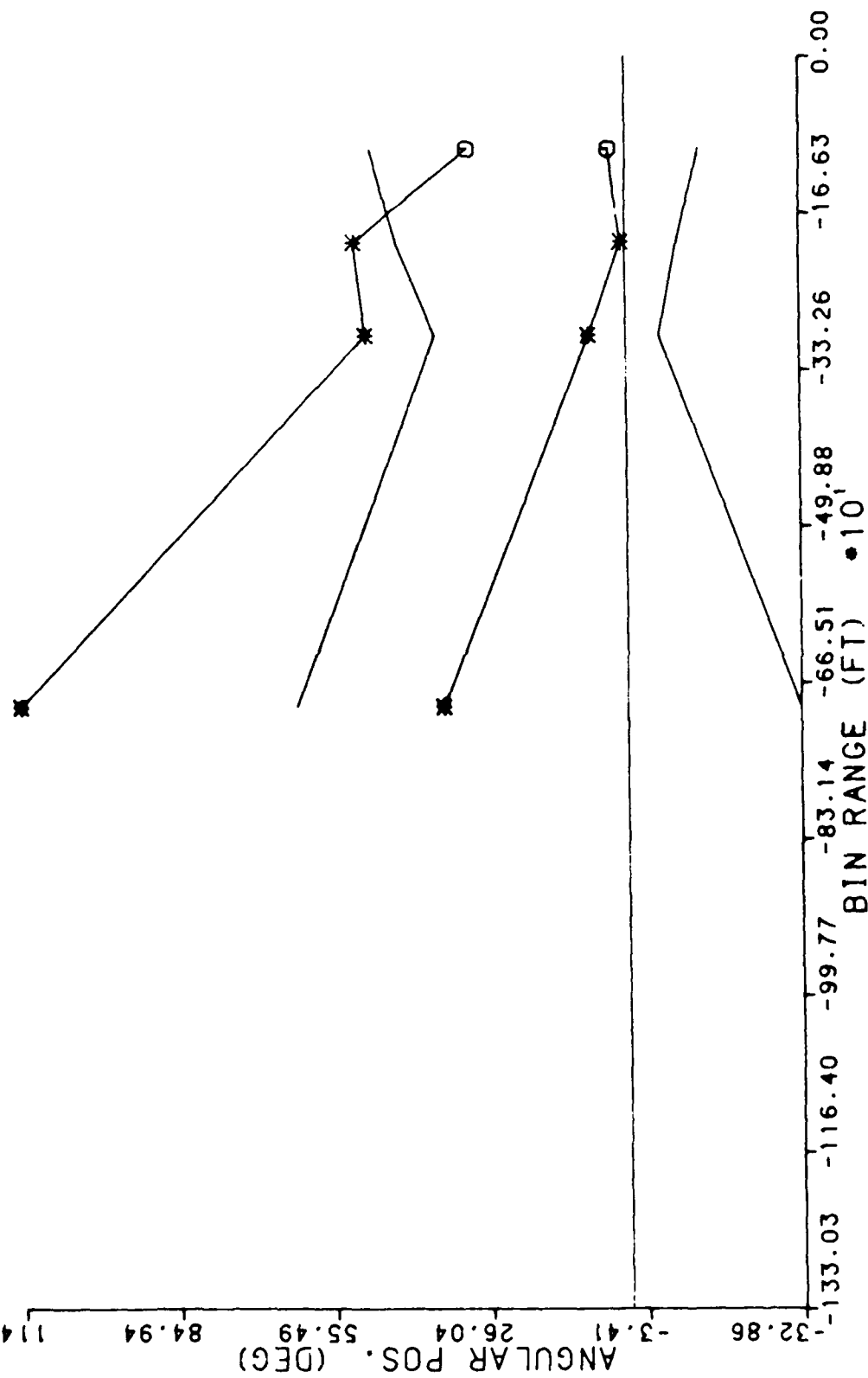
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE CURVED DEPARTURES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROVIDED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

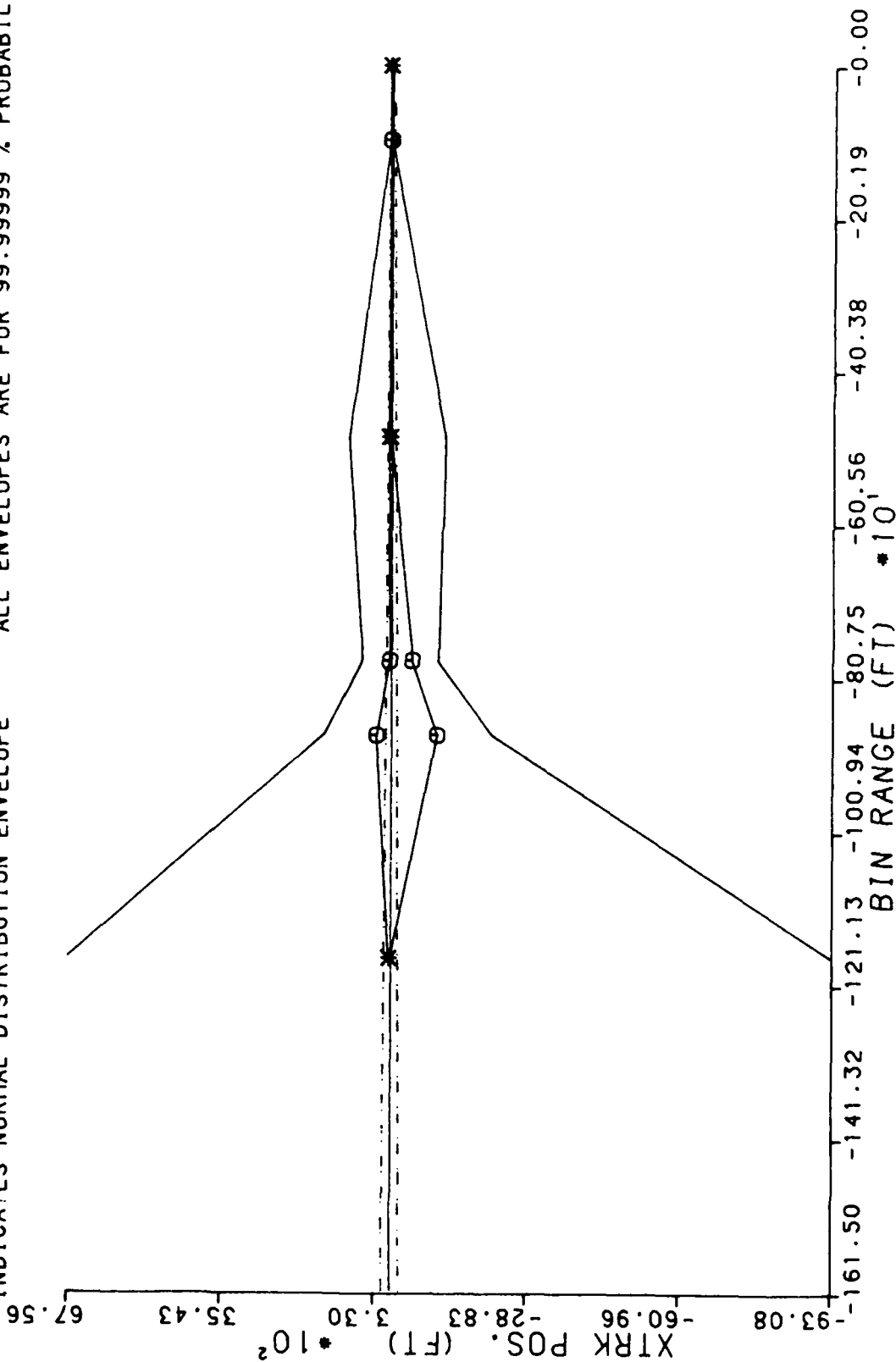
INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 12 DEGREE CURVED DEPARTURES

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 ATLANTIC CITY AIRPORT. NJ 08403

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- -- INDICATES FAA APPROACH SURFACE  
 INDICATES BETA DISTRIBUTION RANGE LIMIT \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 -- INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

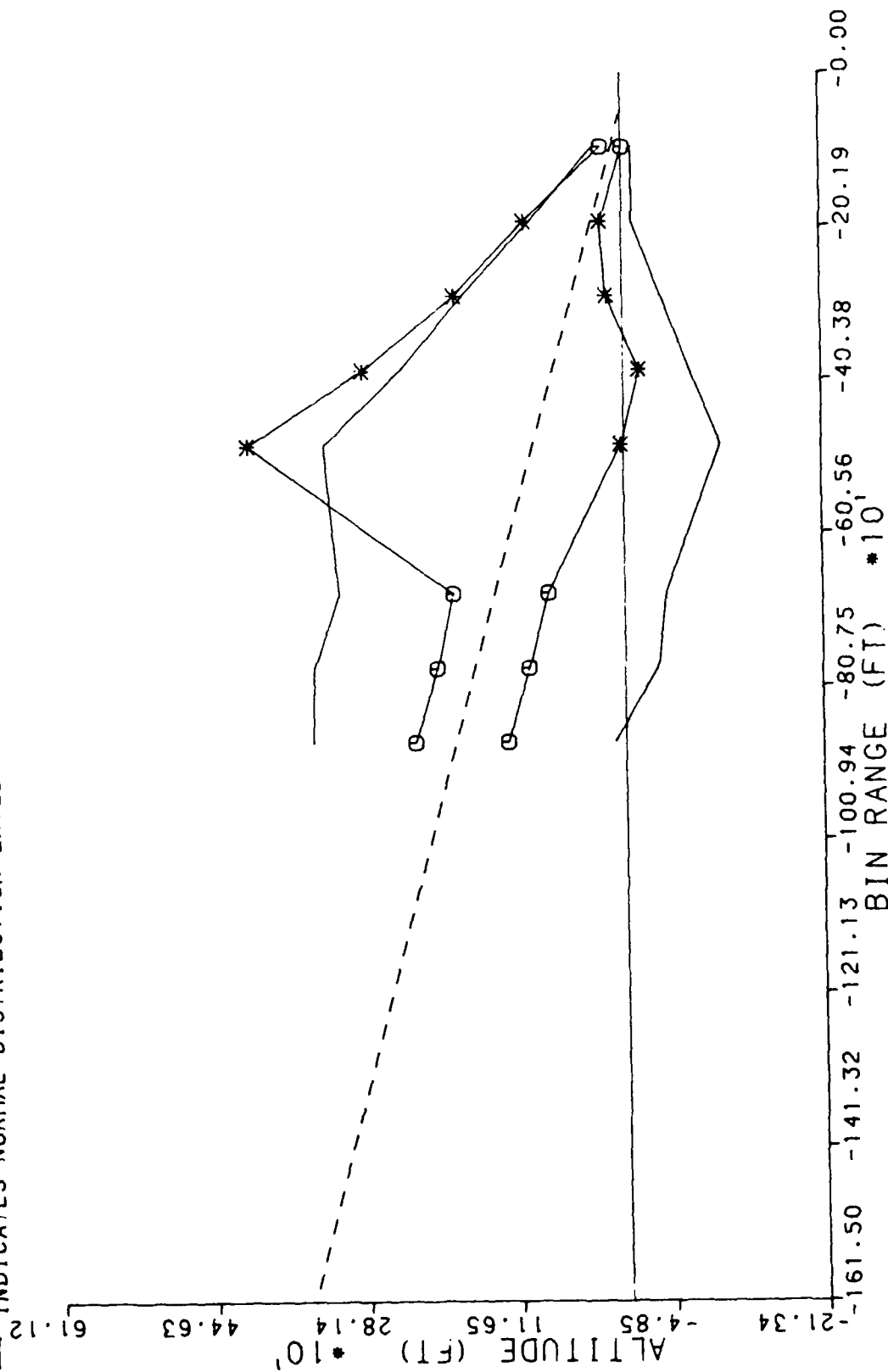
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY

12 DEGREE CURVED DEPARTURES

ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

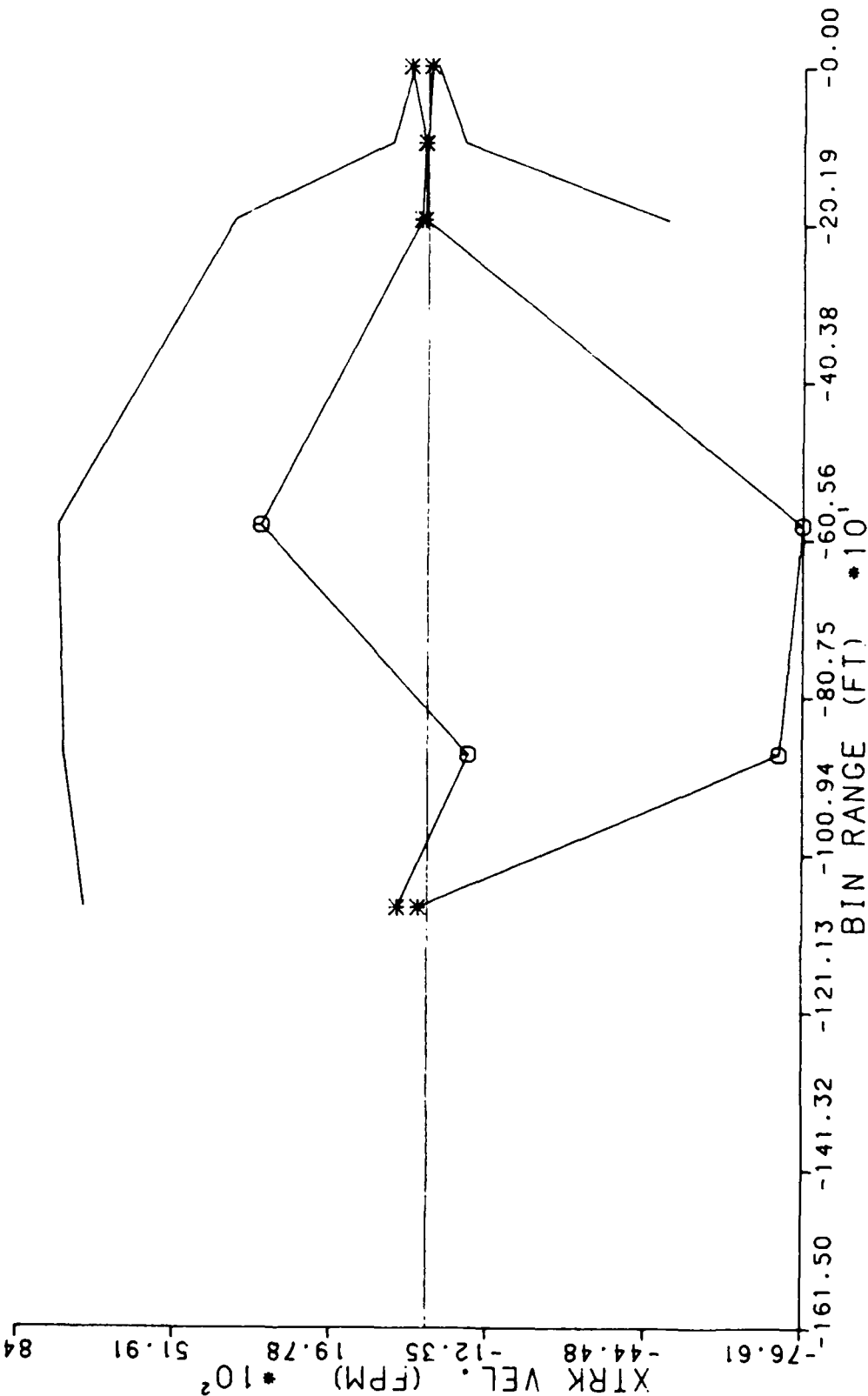
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS--- UH1 DATA ONLY  
 12 DEGREE CURVED DEPARTURES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 --- INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT. NJ 08403

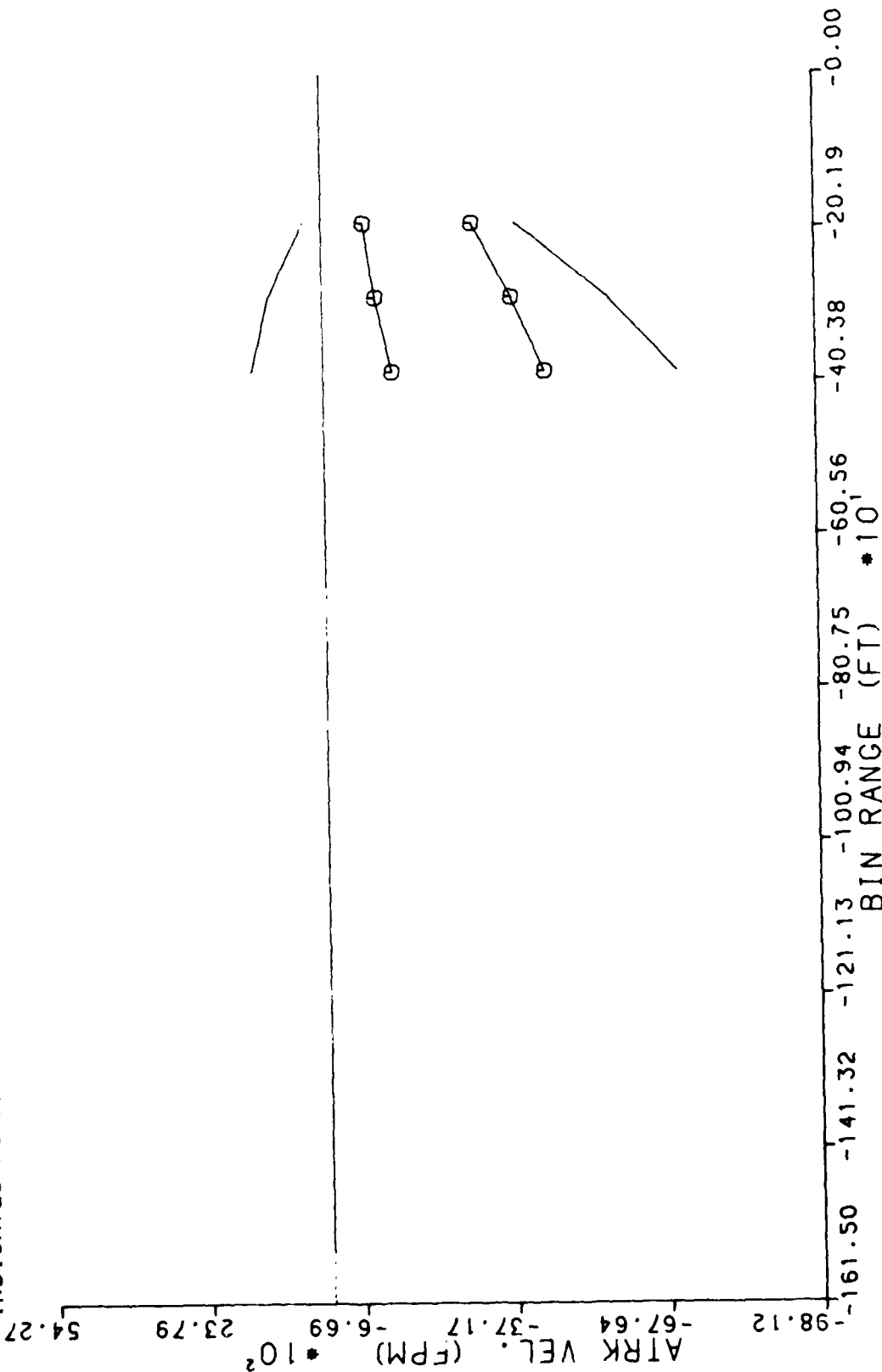
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



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VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
12 DEGREE CURVED DEPARTURES  
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



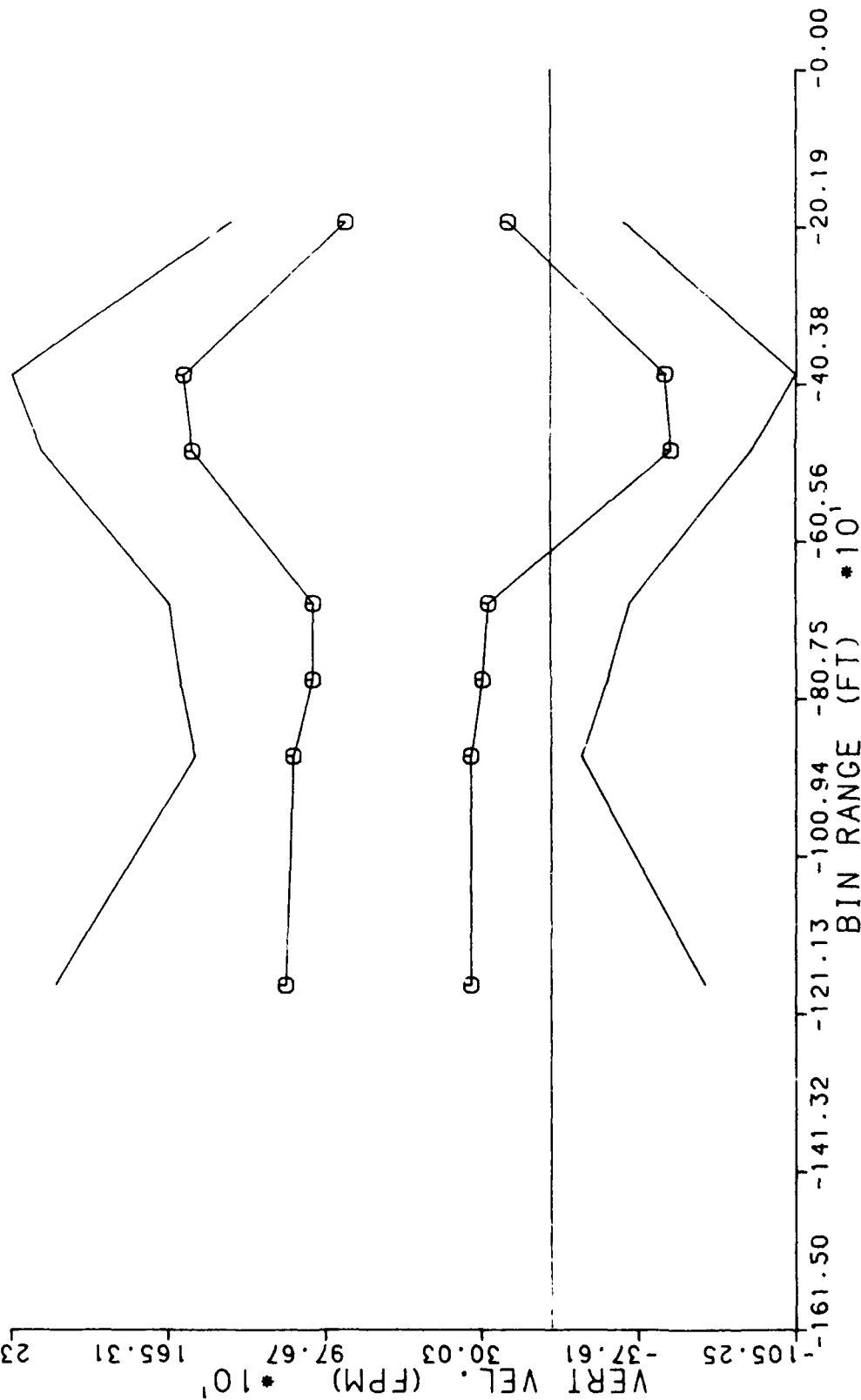
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
12 DEGREE CURVED DEPARTURES

VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

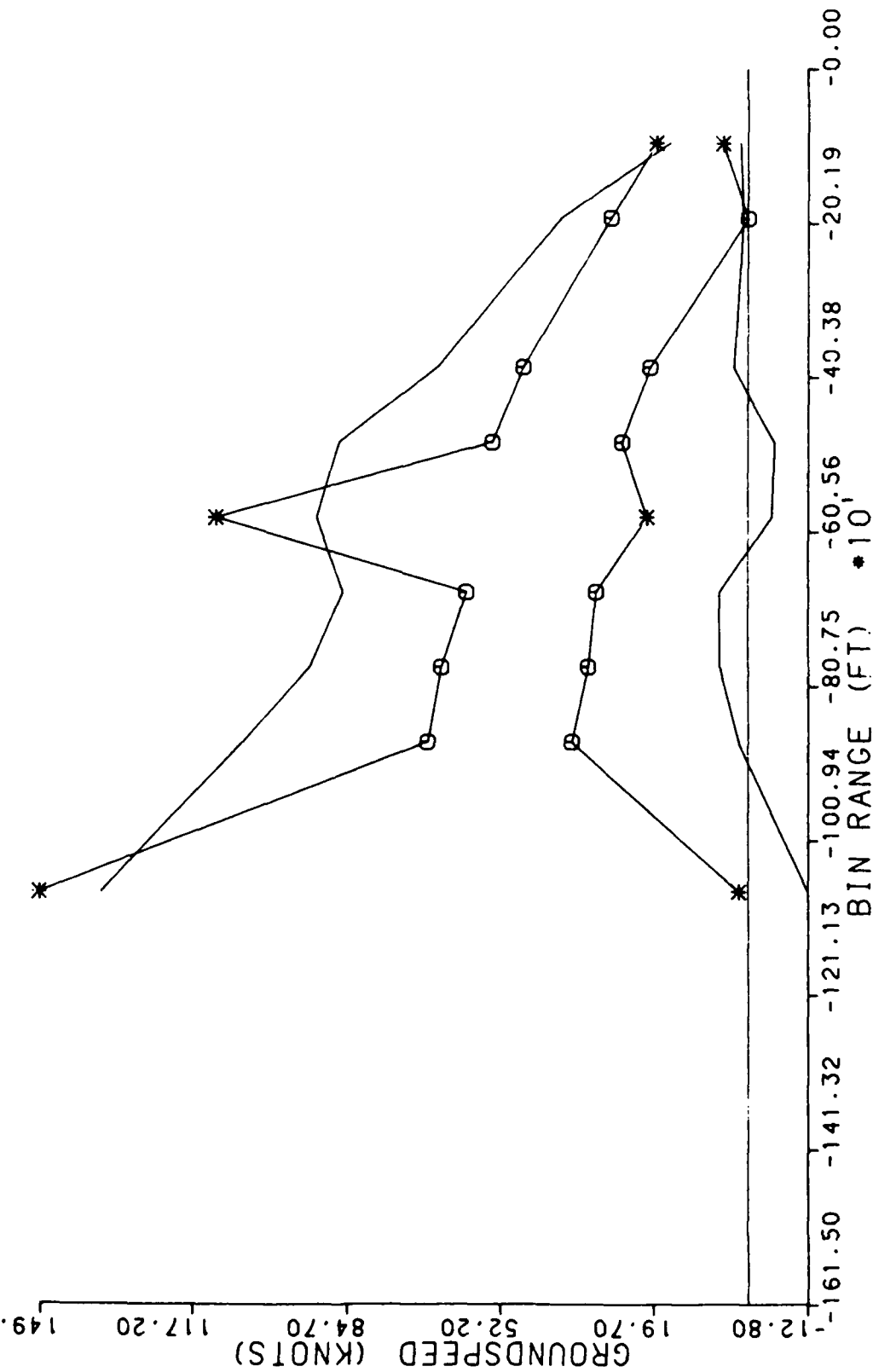




VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 12 DEGREE CURVED DEPARTURES  
 GROUND SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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 ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



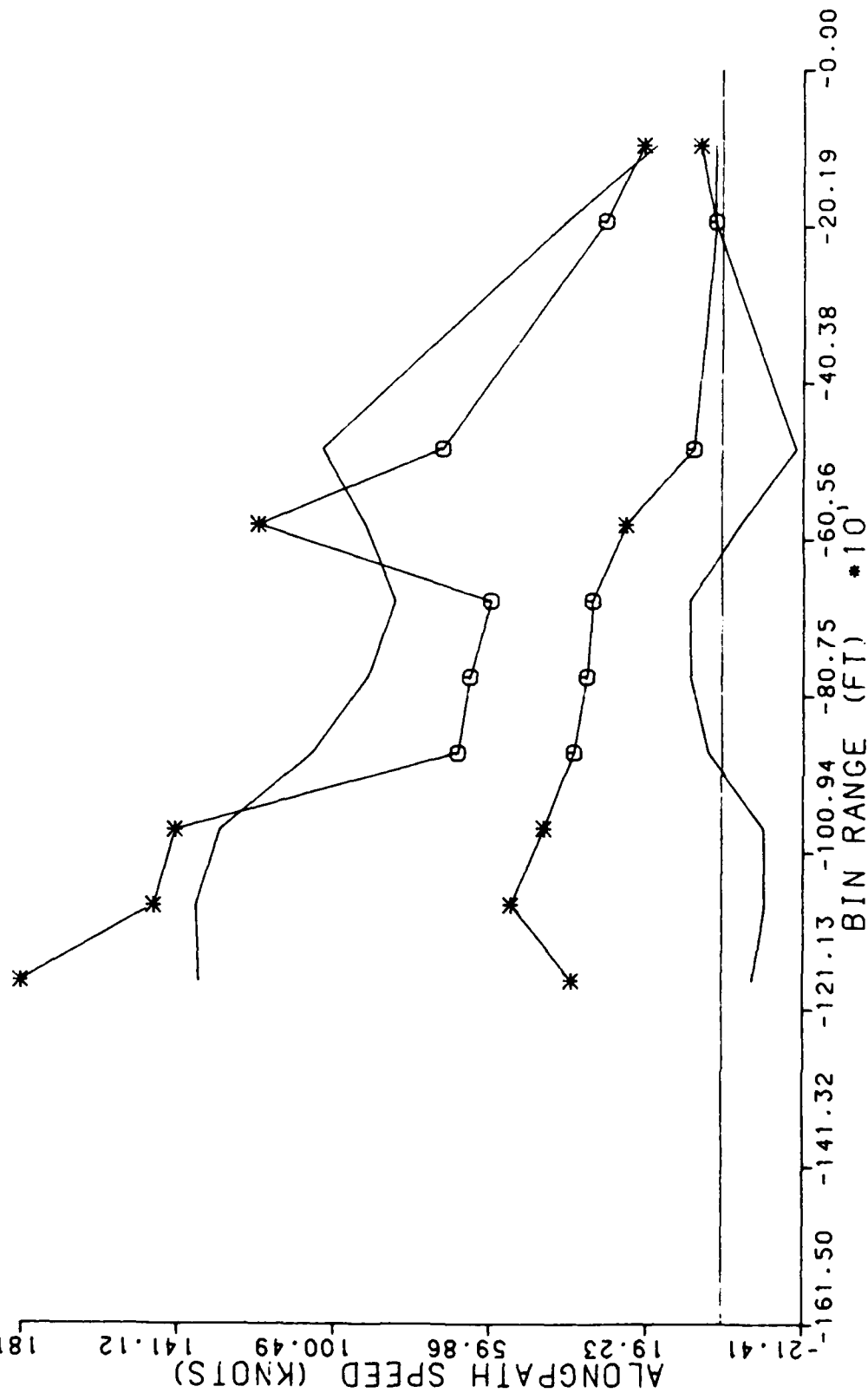
VMC DISTRIBUTION ANALYSIS-- JHI DATA ONLY  
12 DEGREE CURVED DEPARTURES

ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT

\* INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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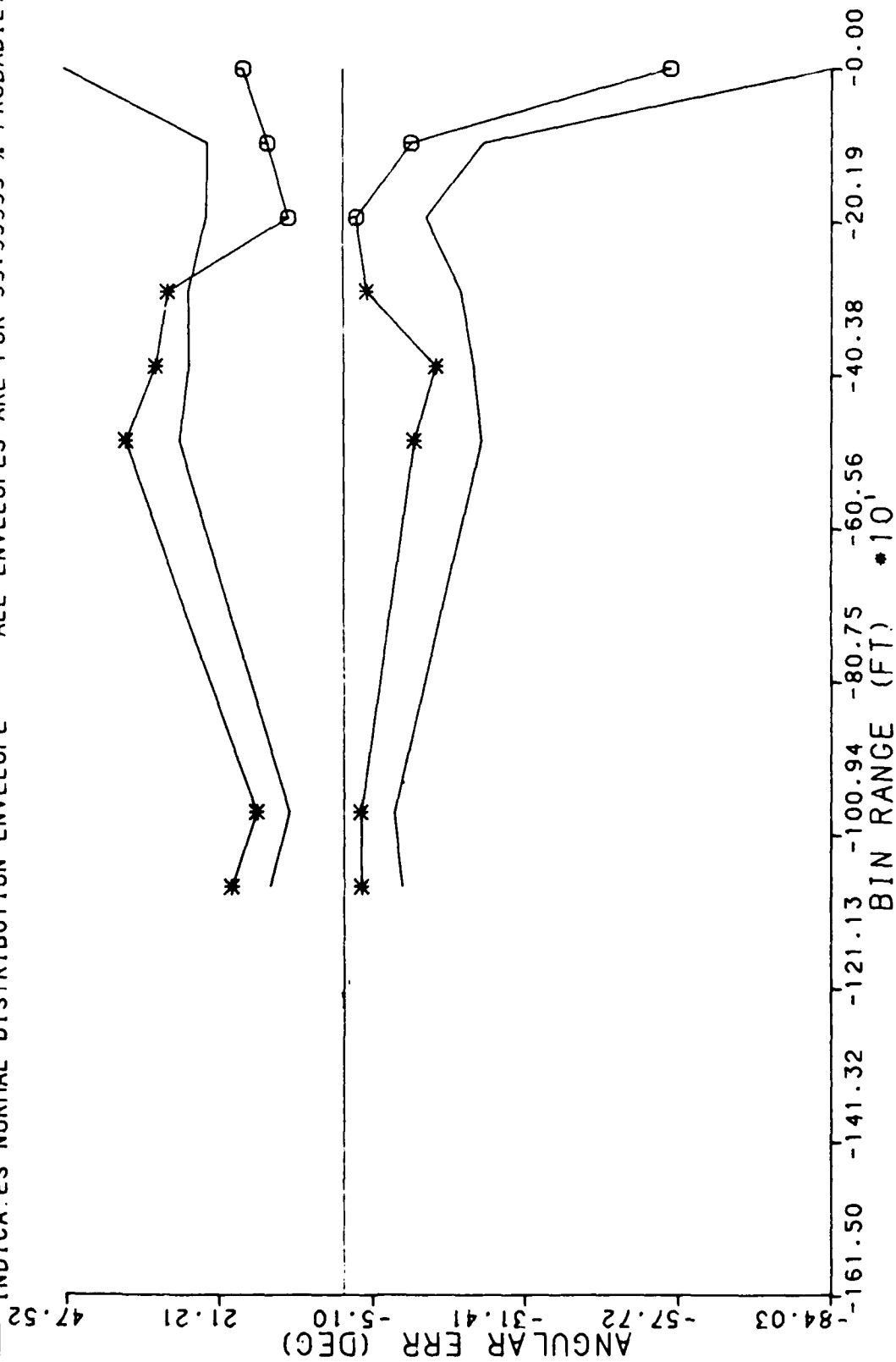
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 12 DEGREE CURVED DEPARTURES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

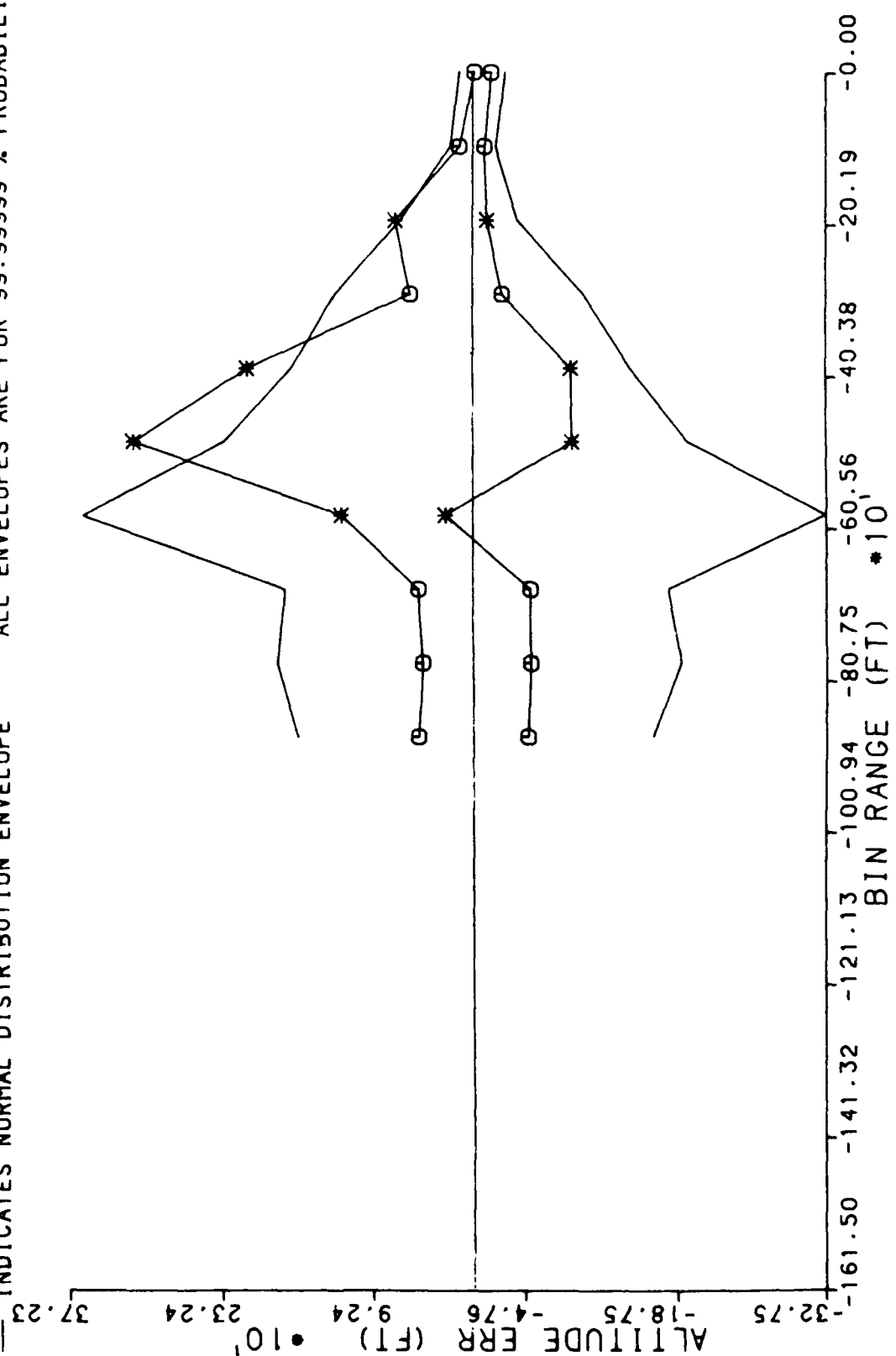
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 12 DEGREE CURVED DEPARTURES  
 ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
12 DEGREE CURVED DEPARTURES

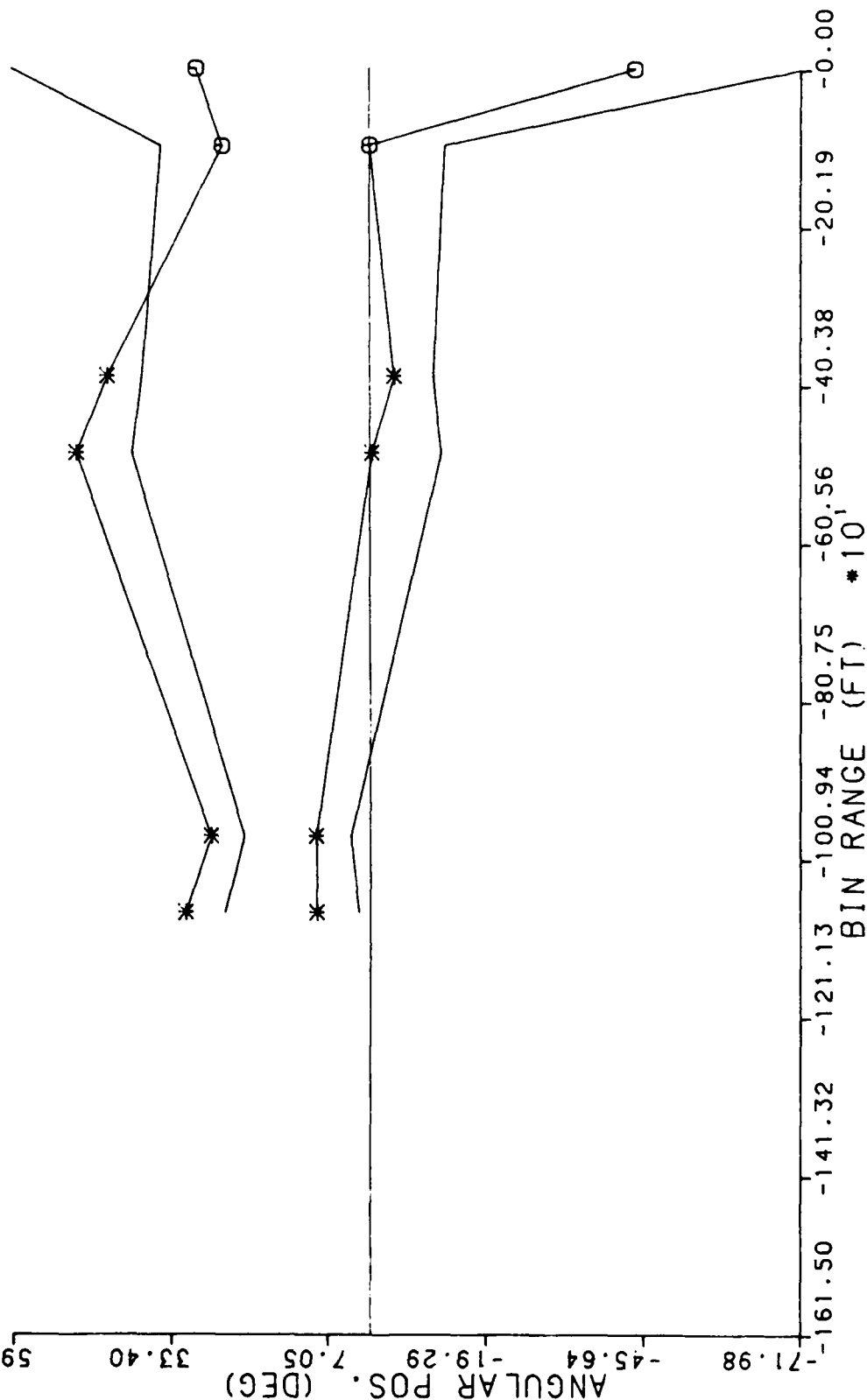
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



APPENDIX J

DISTRIBUTION COMPARISON PLOTS FOR S-76 DATA

The plots presented in this appendix are arranged in a specific order. To make it easier to find a particular plot, the order of the plots are explained here.

There are four major divisions of the plots (in order of presentation): straight-in approaches, curved approaches, straight-out departures, and curved departures. There are three first line subdivisions in each of the major divisions. For approaches they are:  $7.125^{\circ}$ ,  $8.00^{\circ}$ , and  $10.00^{\circ}$  approaches. For departures they are:  $7.125^{\circ}$ ,  $10.00^{\circ}$ , and  $12.00^{\circ}$  departures.

There are ten second line subdivisions in each first line division. The subdivisions for all first line subdivisions are: crosstrack position (ft), altitude (ft), crosstrack velocity (fpm), along track velocity (fpm), vertical velocity (fpm), groundspeed (kts), along path speed (kts), angular error (deg), altitude error (ft), and angular position (deg).

# VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY

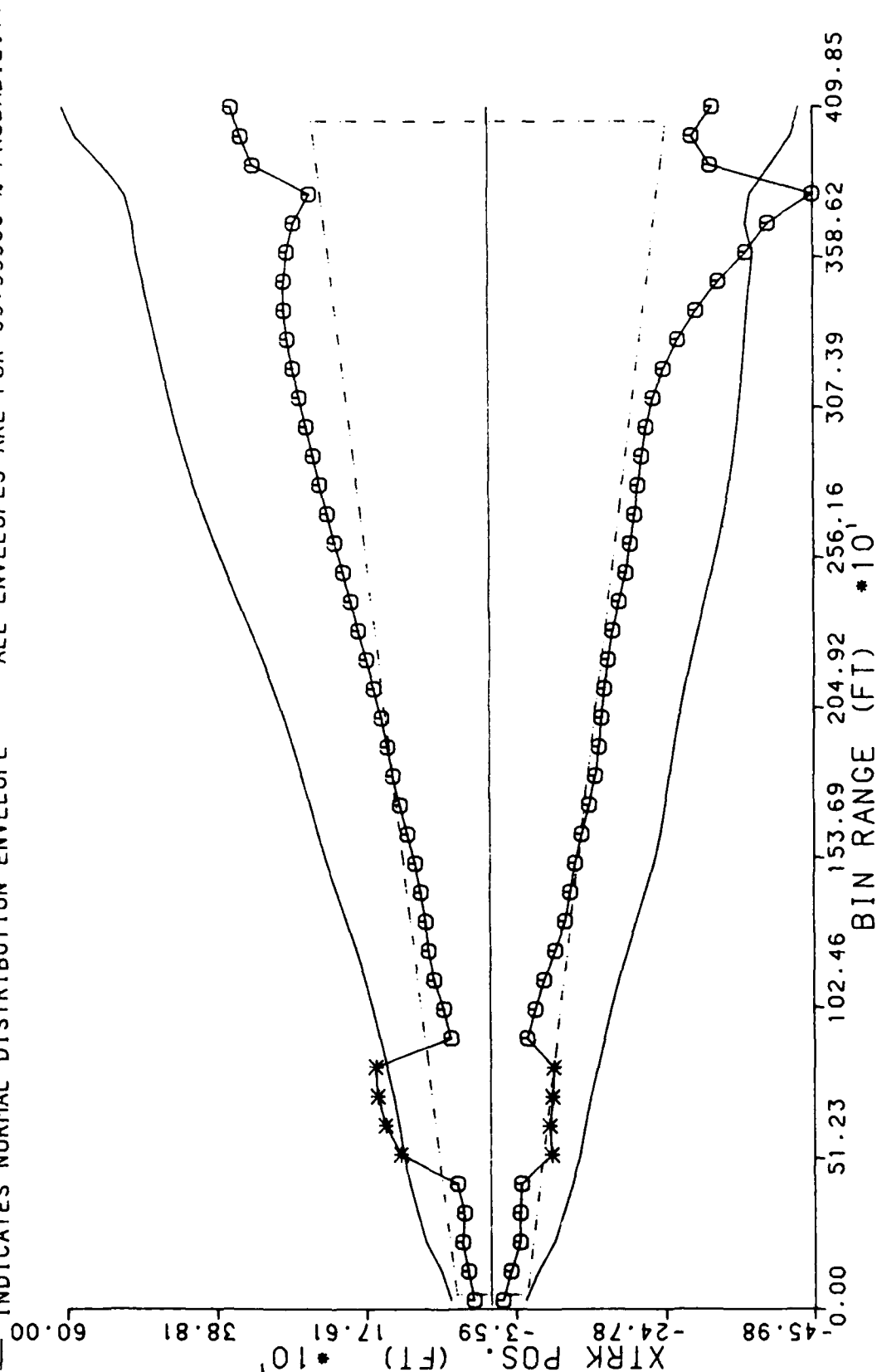
7 DEGREE STRAIGHT IN APPROACHES

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- -- INDICATES FAA APPROACH SURFACE

INDICATES BETA DISTRIBUTION RANGE LIMIT \*INDICATES GAMMA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

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# VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY

7 DEGREE STRAIGHT IN APPROACHES

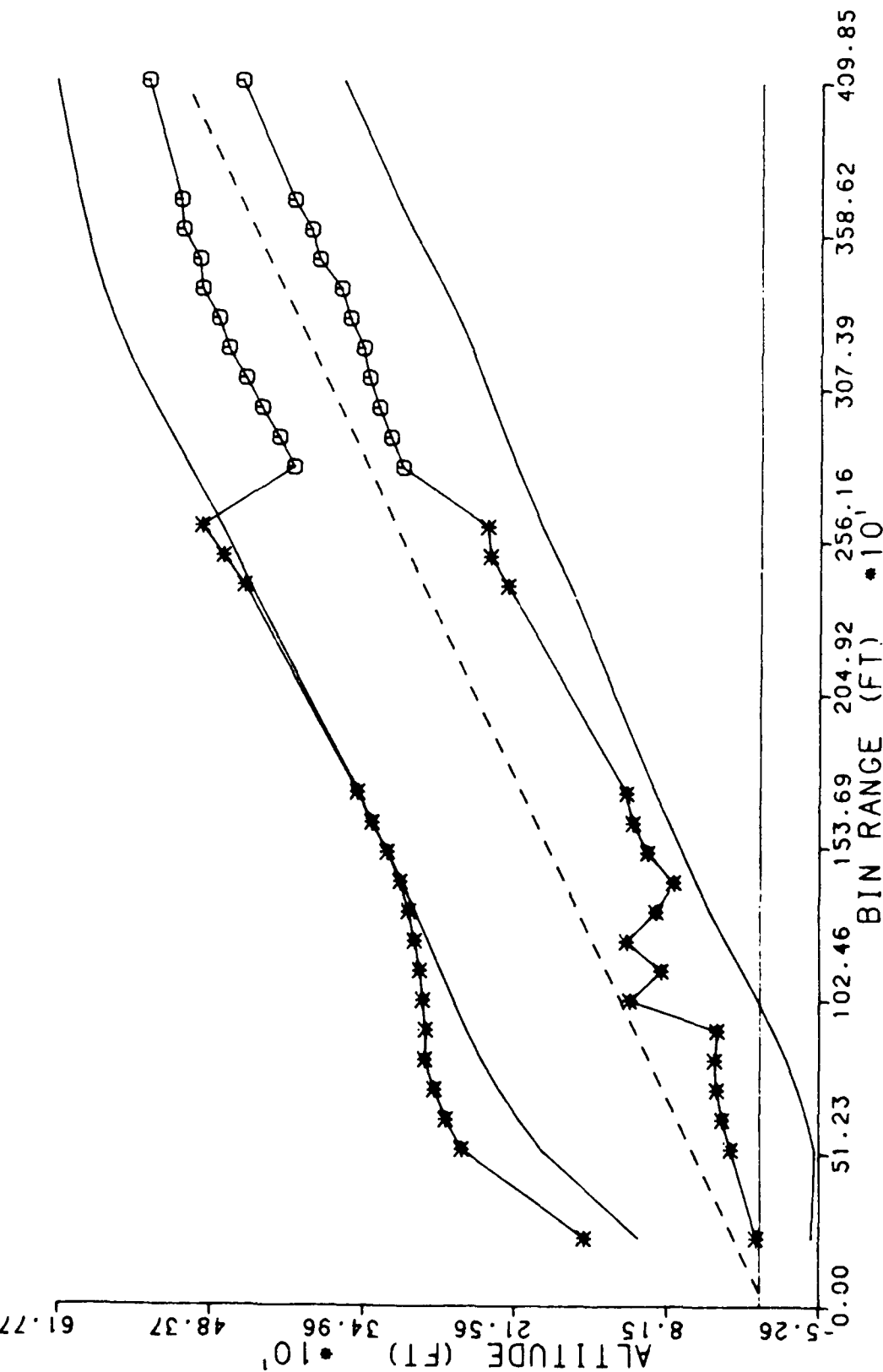
ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



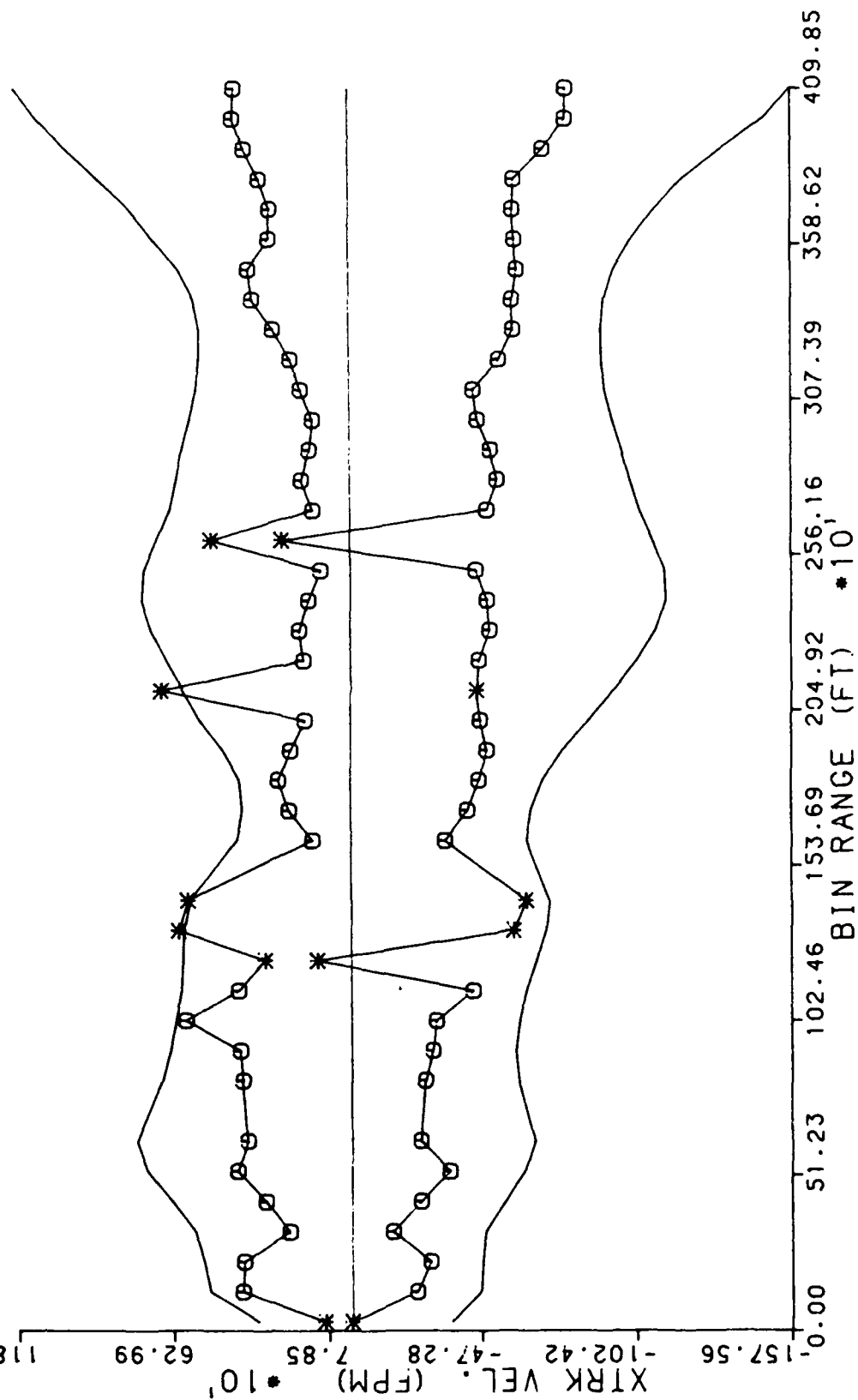
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES

CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT

\* INDICATES NORMAL DISTRIBUTION ENVELOPE

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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY

7 DEGREE STRAIGHT IN APPROACHES

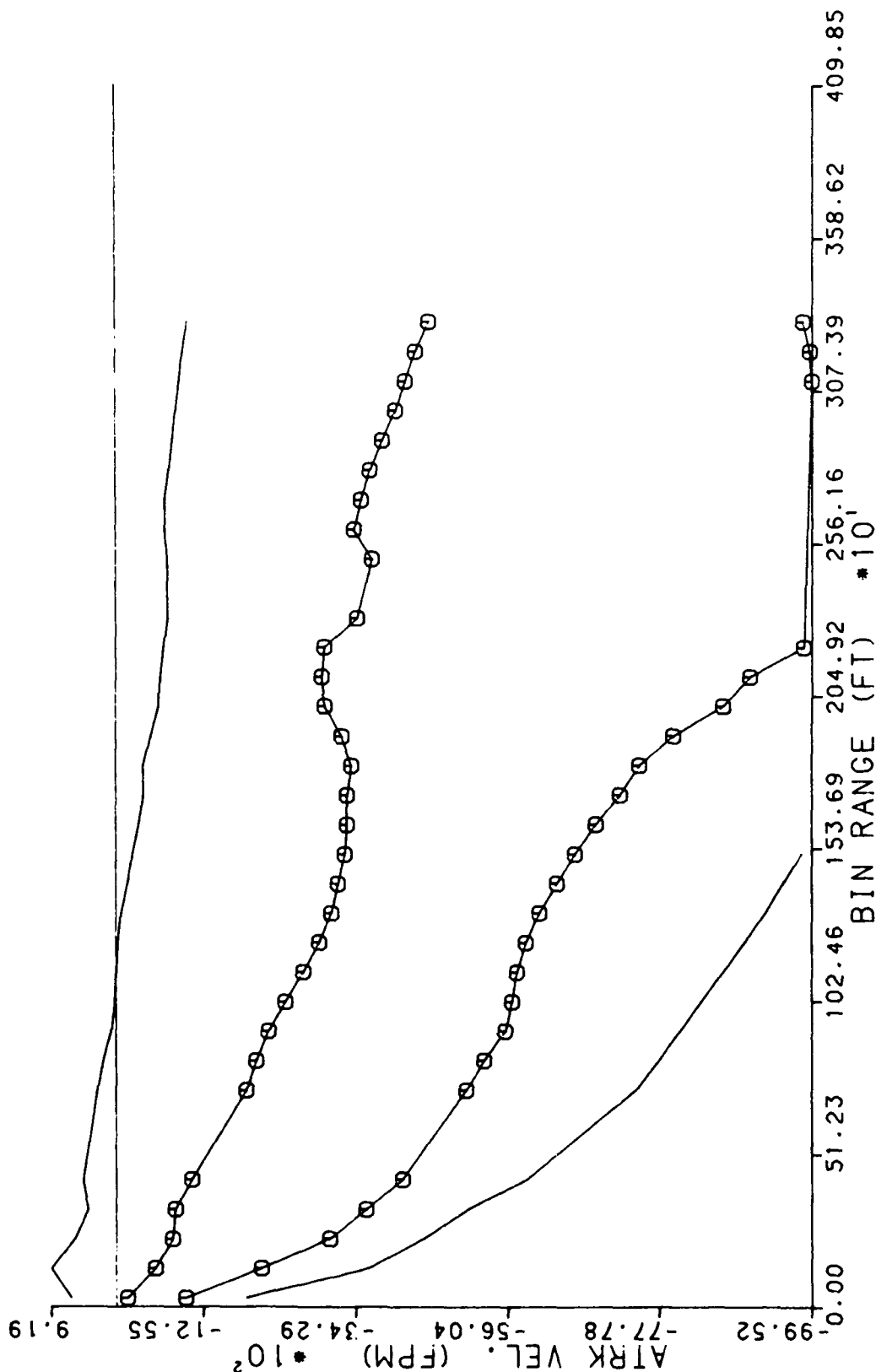
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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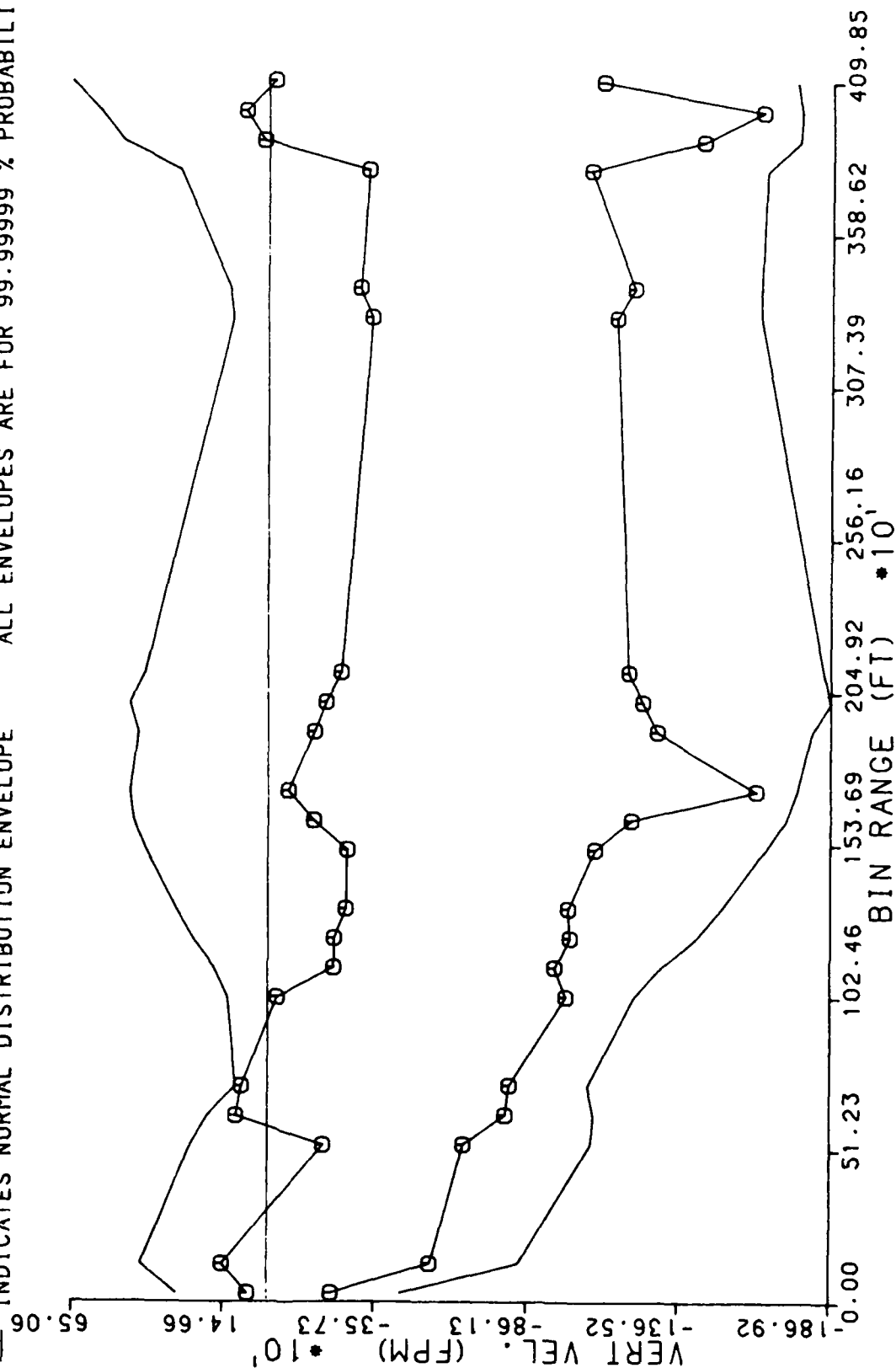
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACHES

VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES

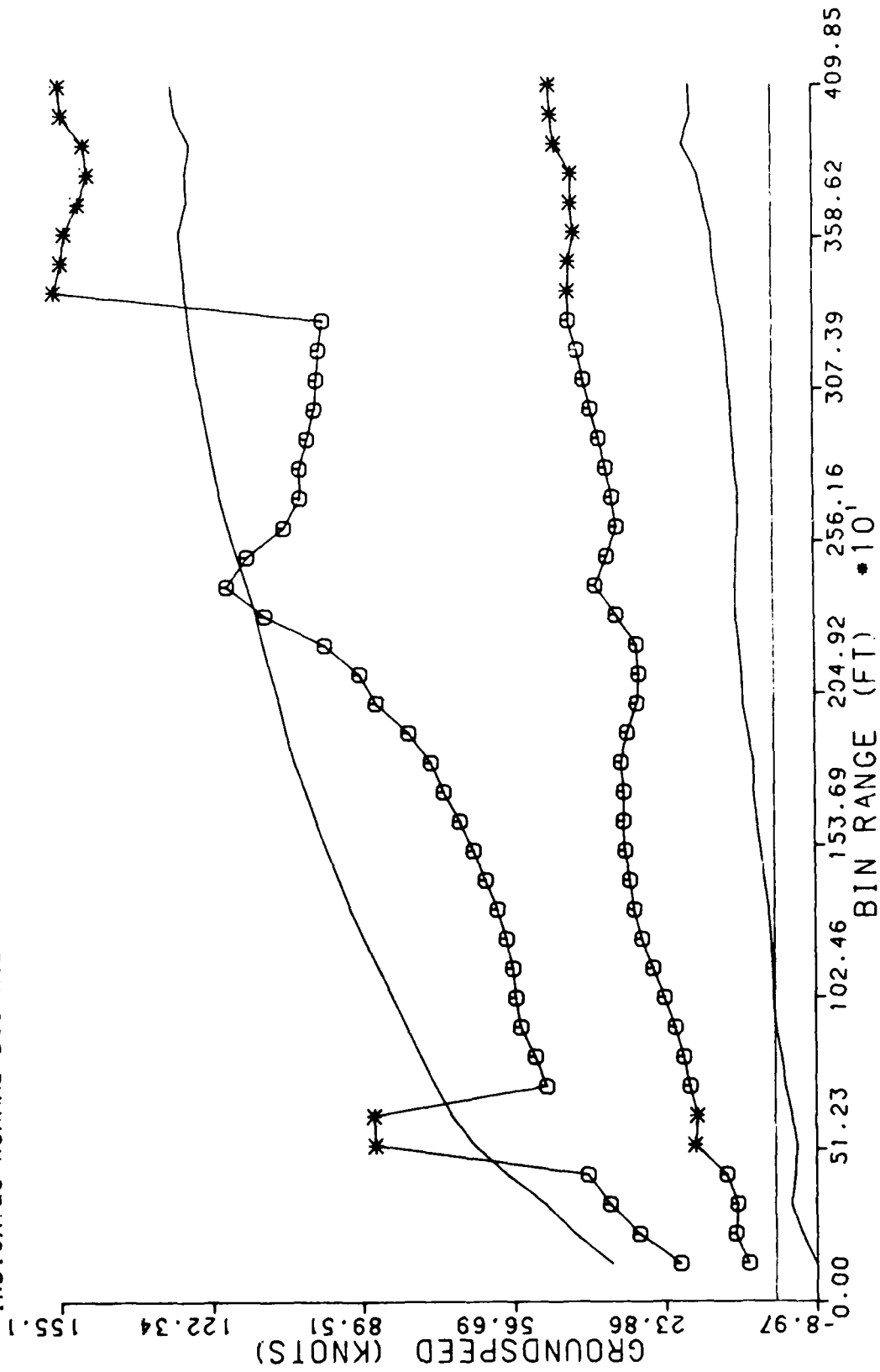
GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08433

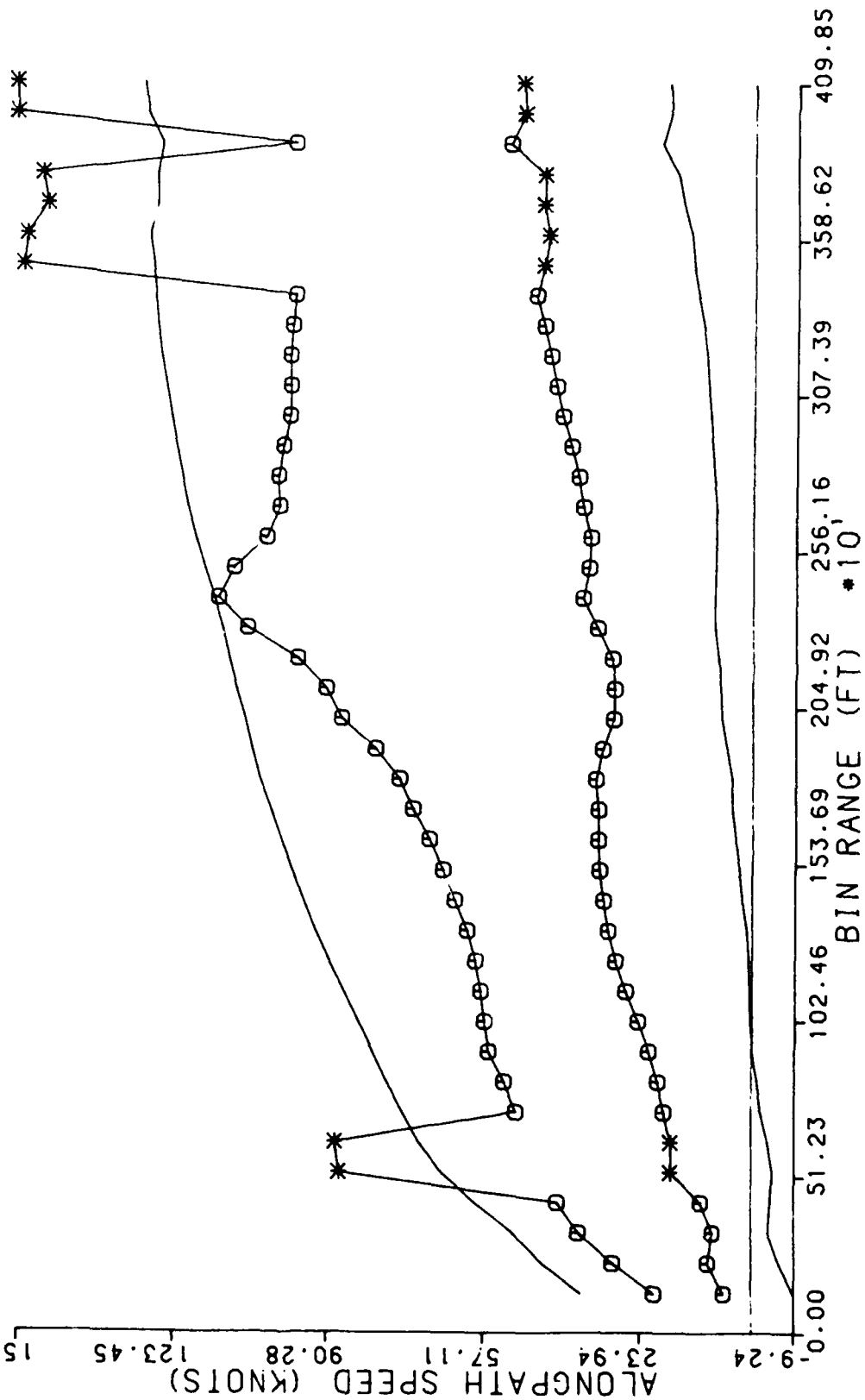
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS--- S76 DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACHES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 \*INDICATES BETA DISTRIBUTION RANGE LIMIT  
 \*INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

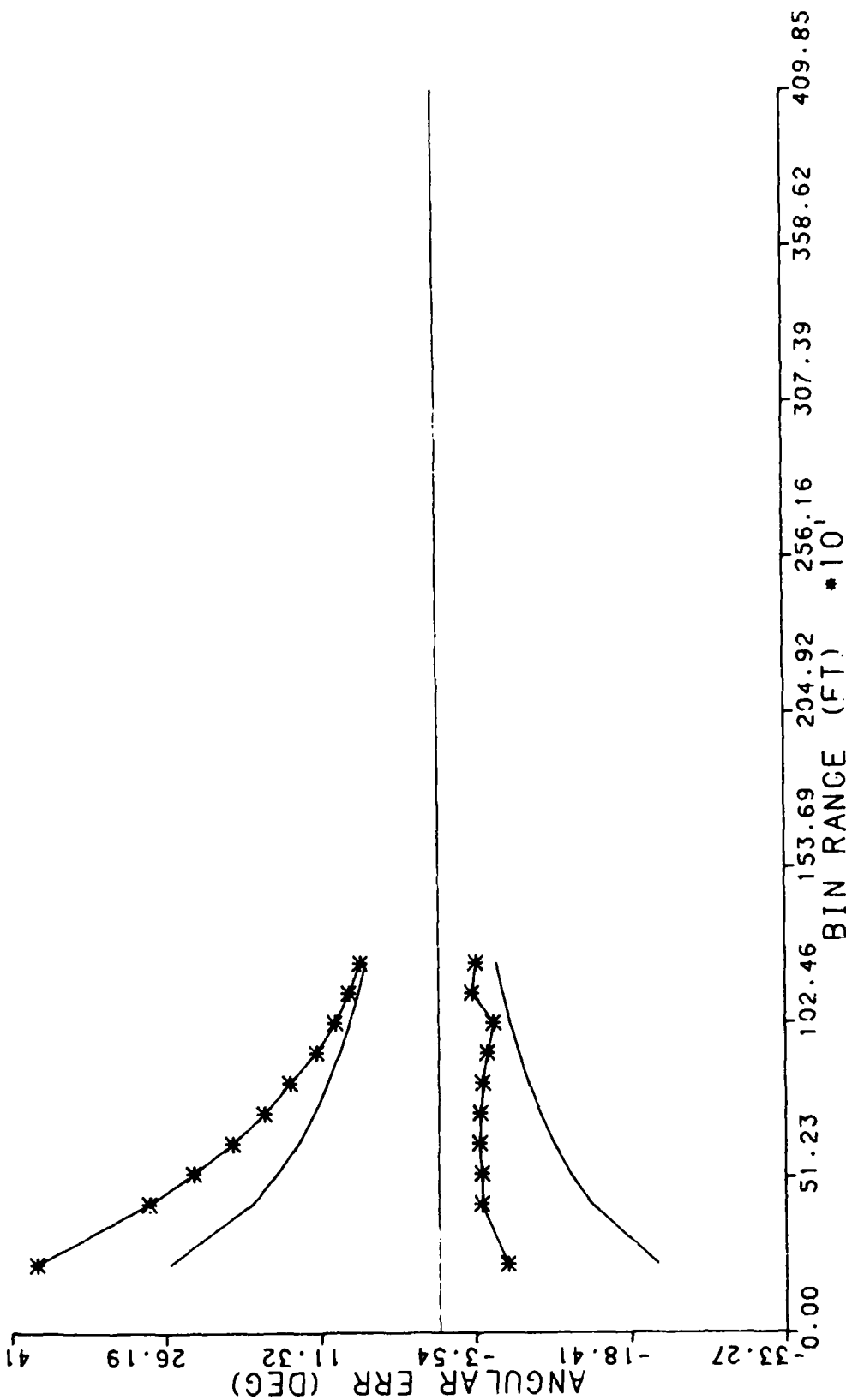
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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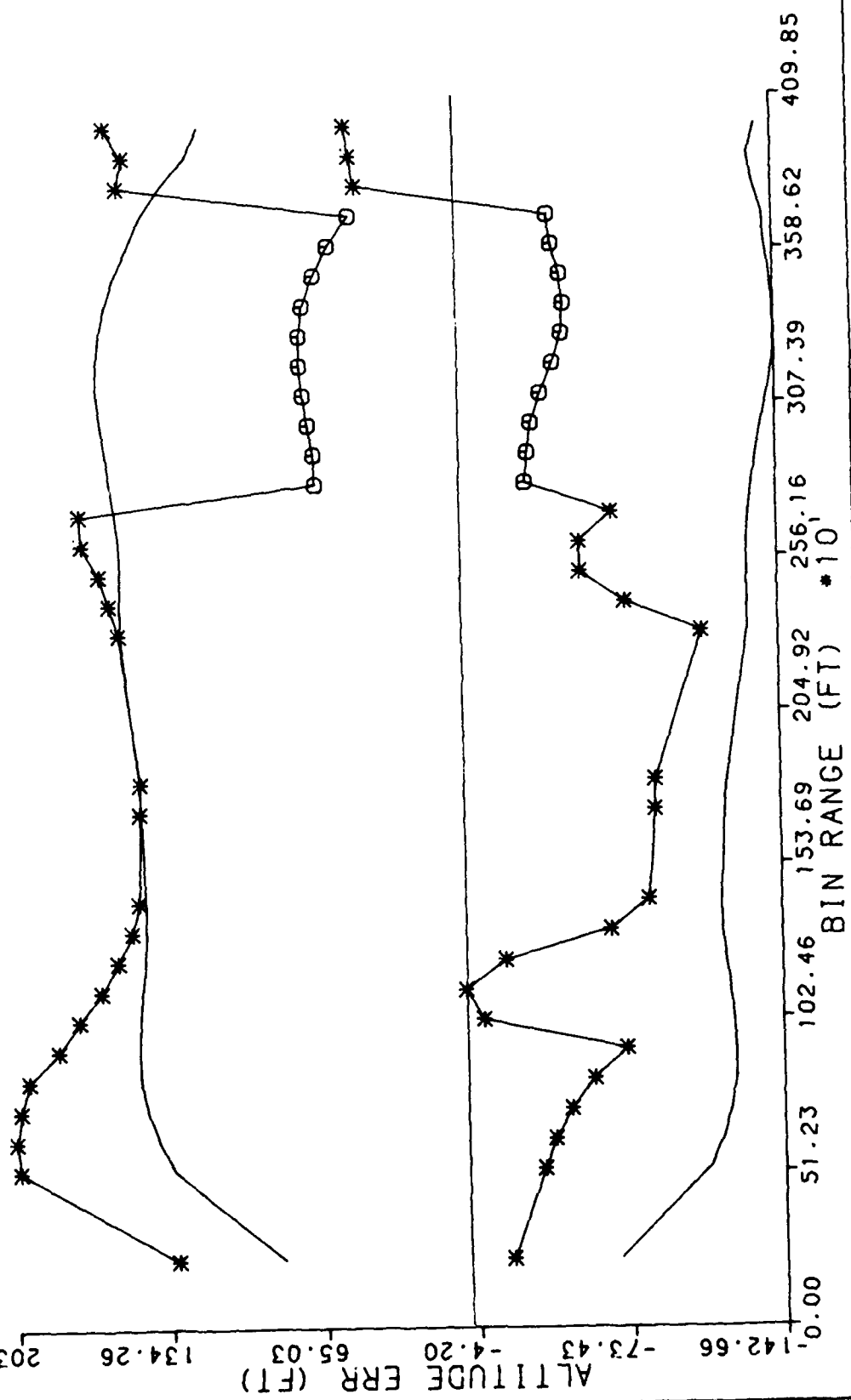
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

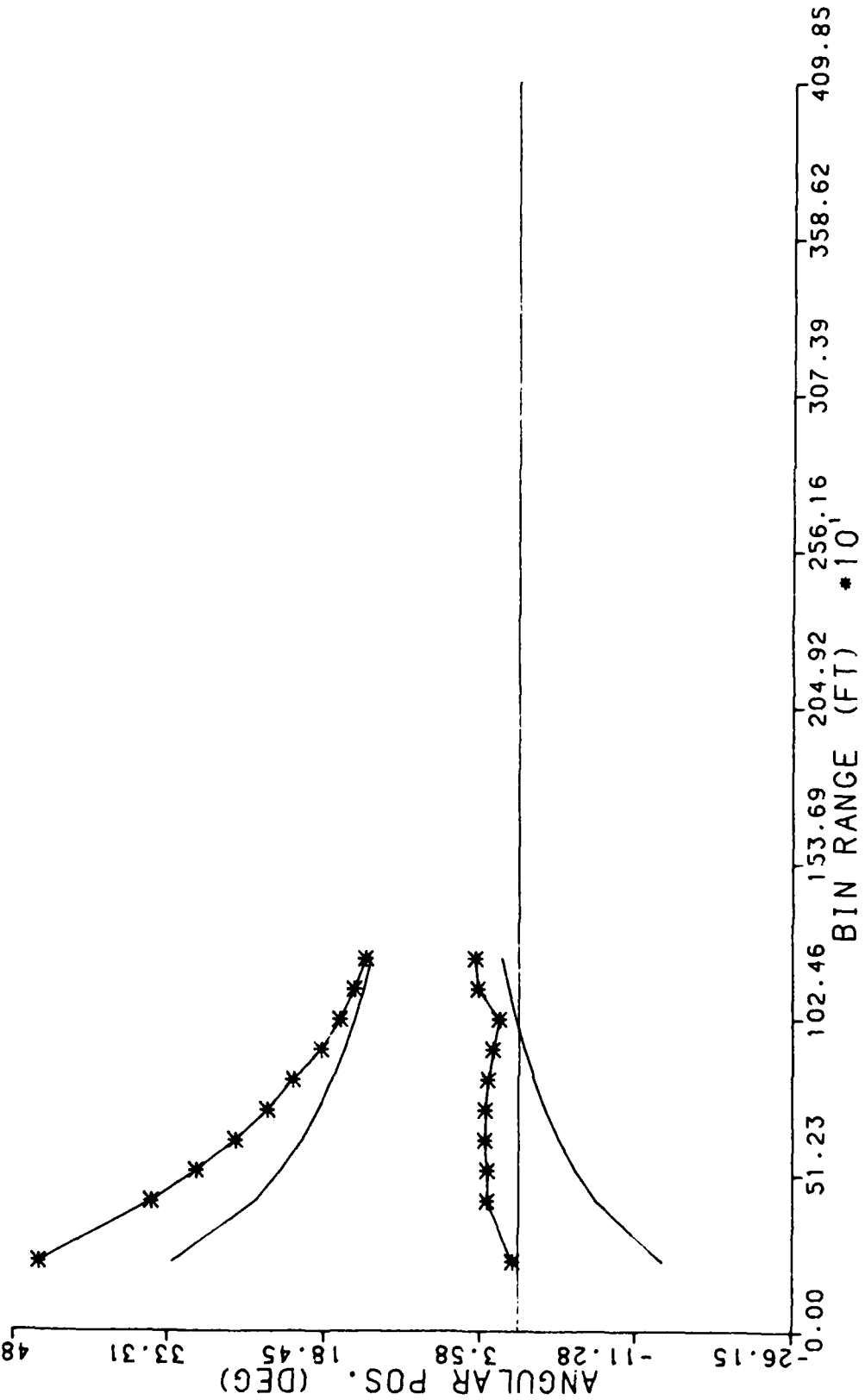




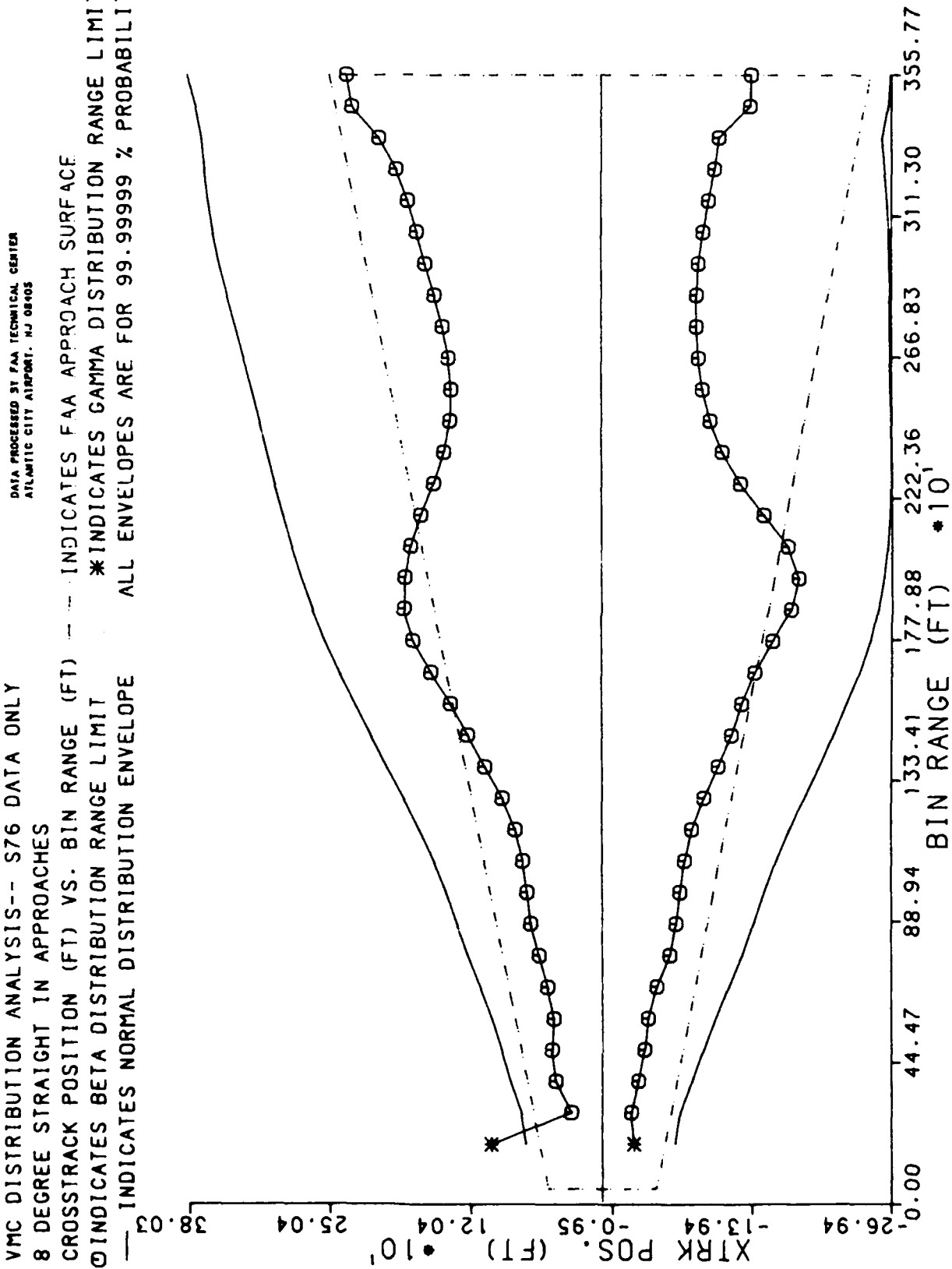
DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



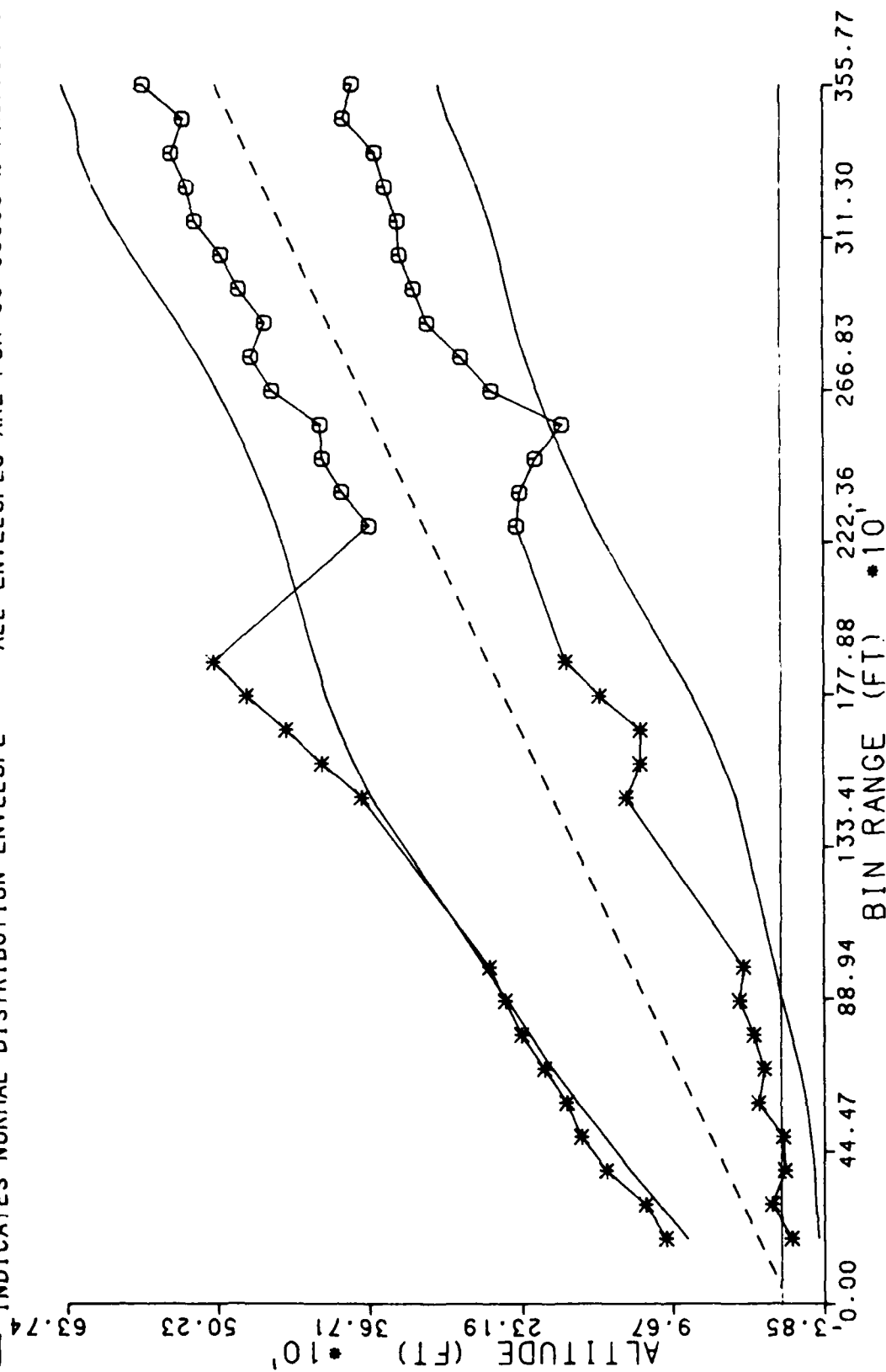
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 CROSSRACK POSITION (FT) VS. BIN RANGE (FT) --- INDICATES FAA APPROACH SURFACE  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT \*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 --- INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE (FT) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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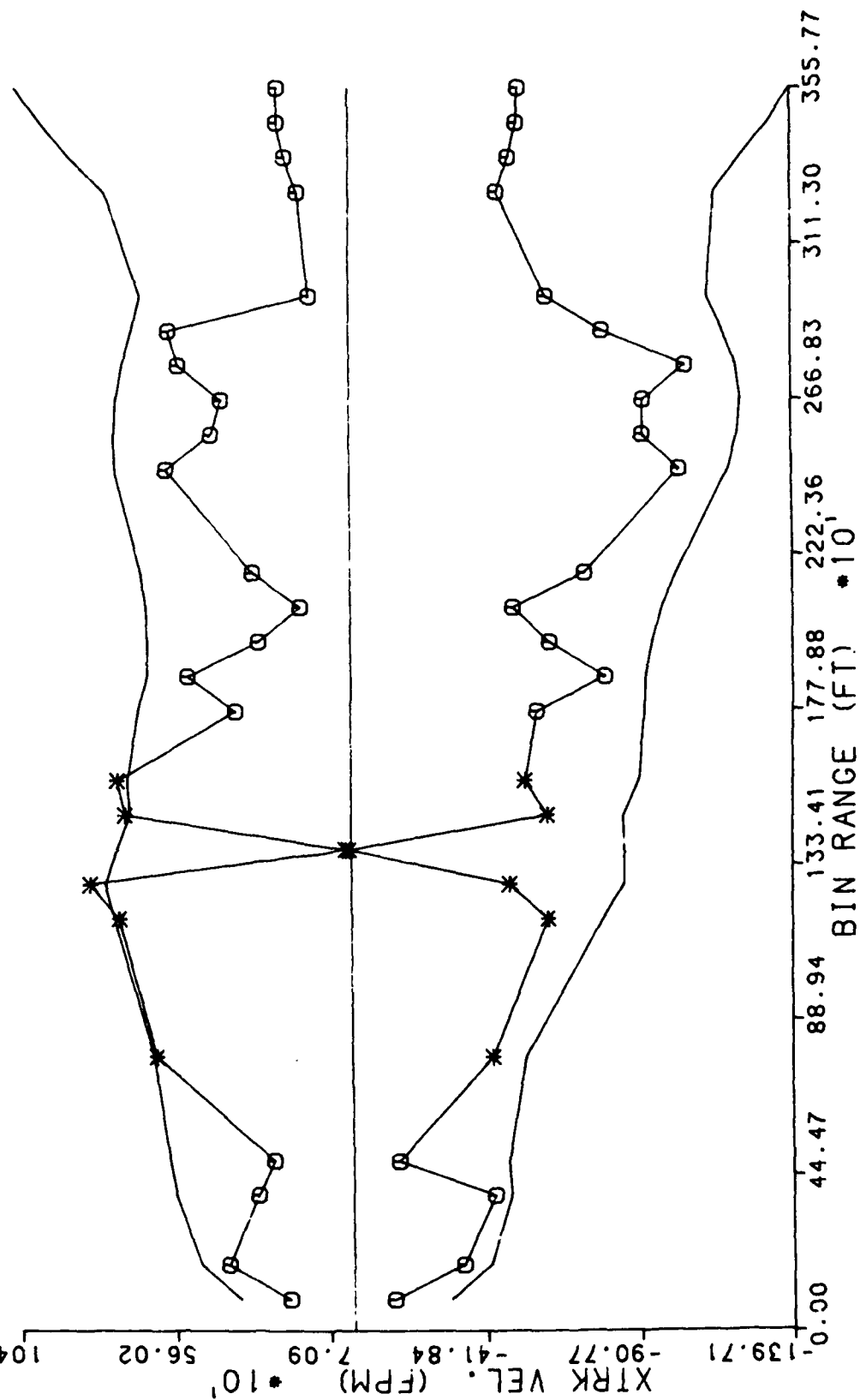
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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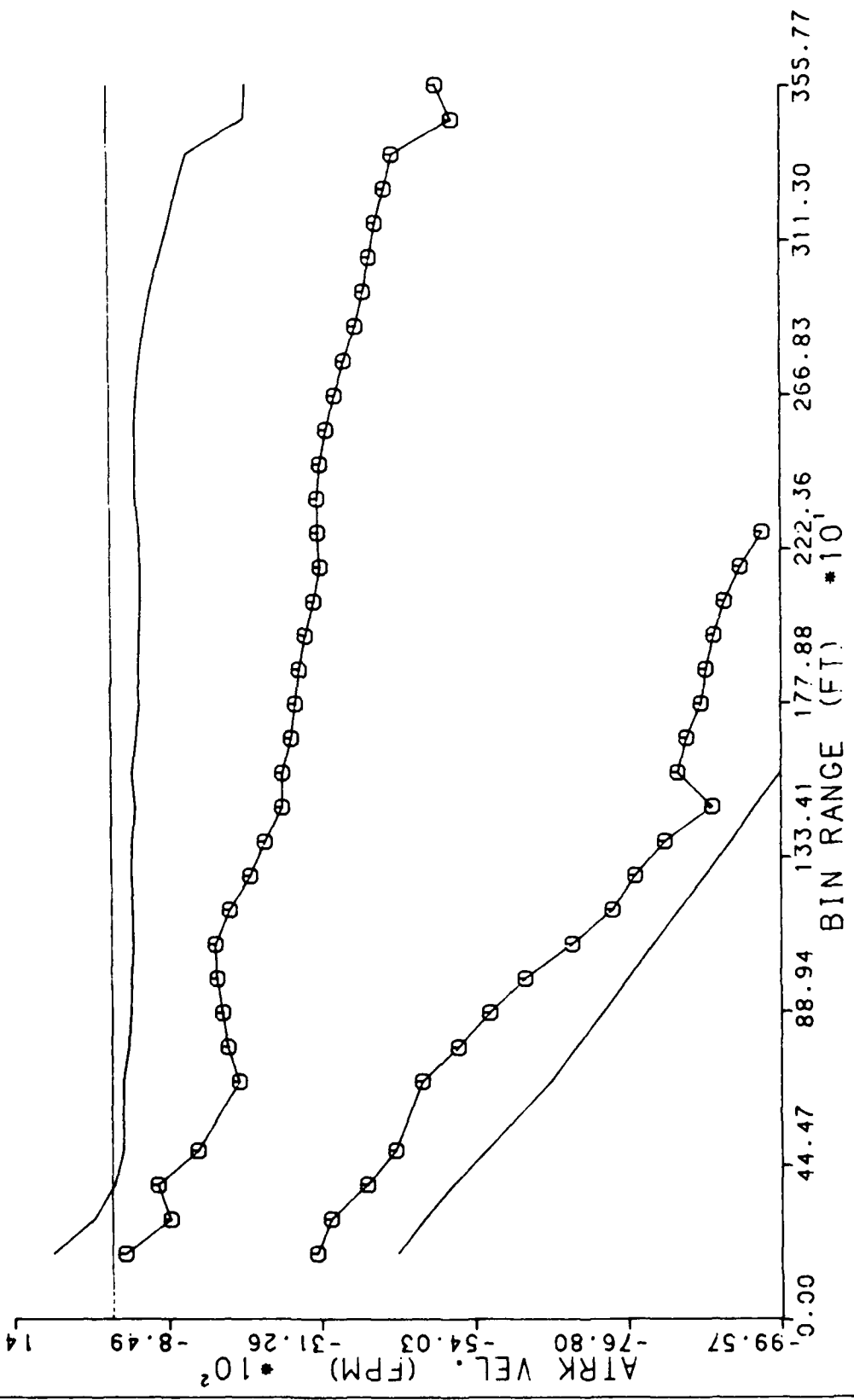
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTA CITY AIRPORT, NJ 08405

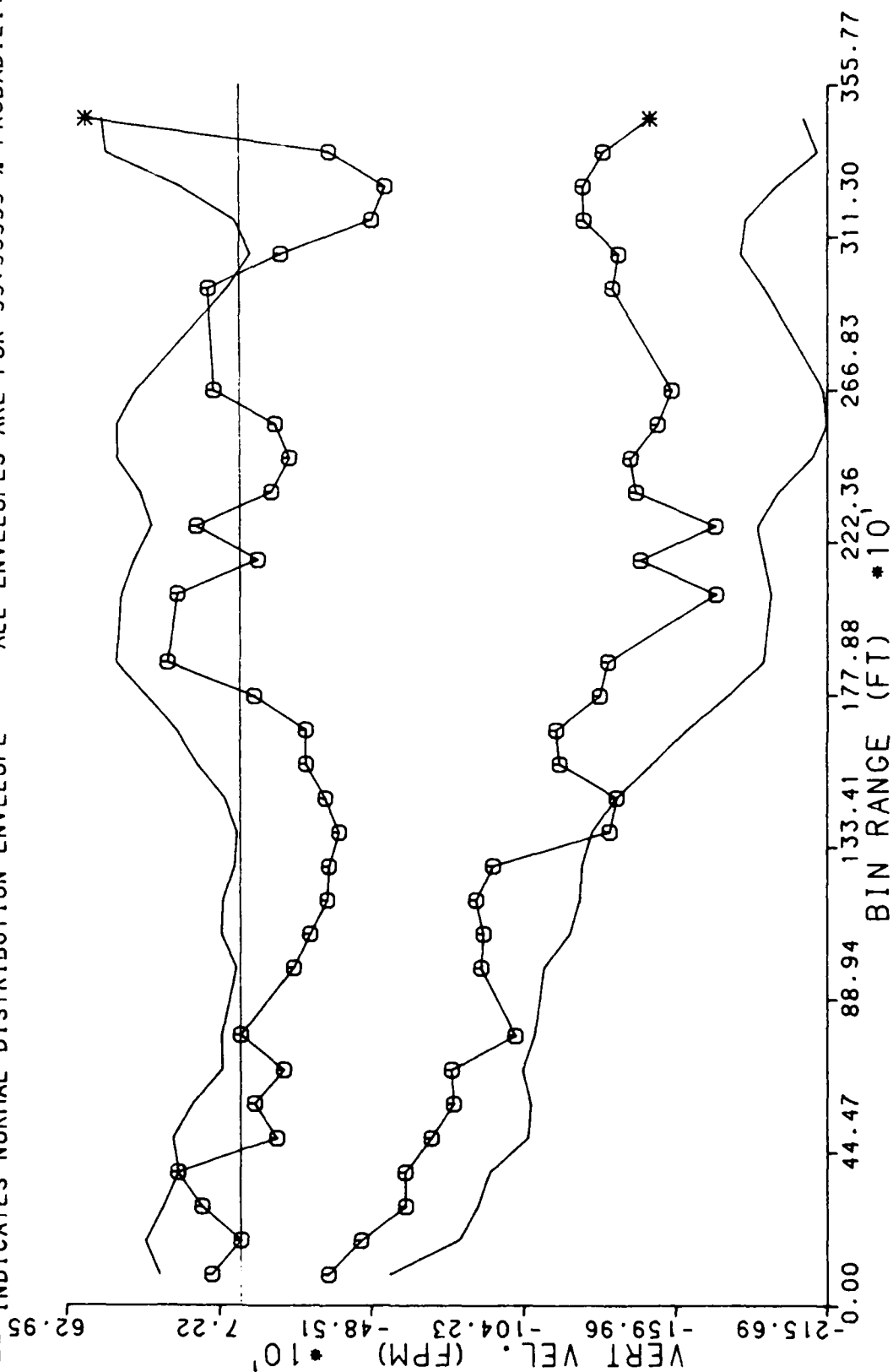
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

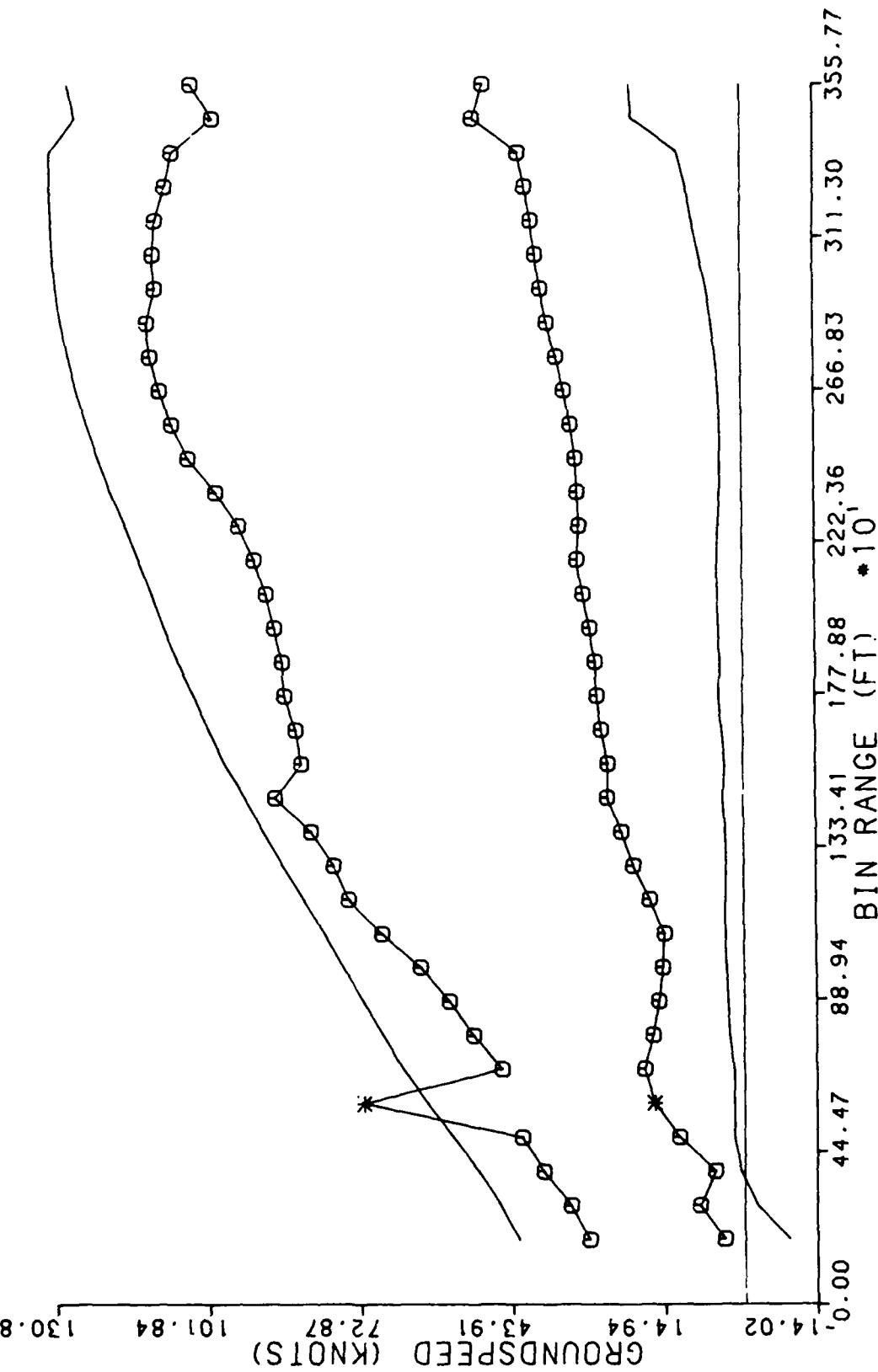
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 GROUND SPEED (KNOTS) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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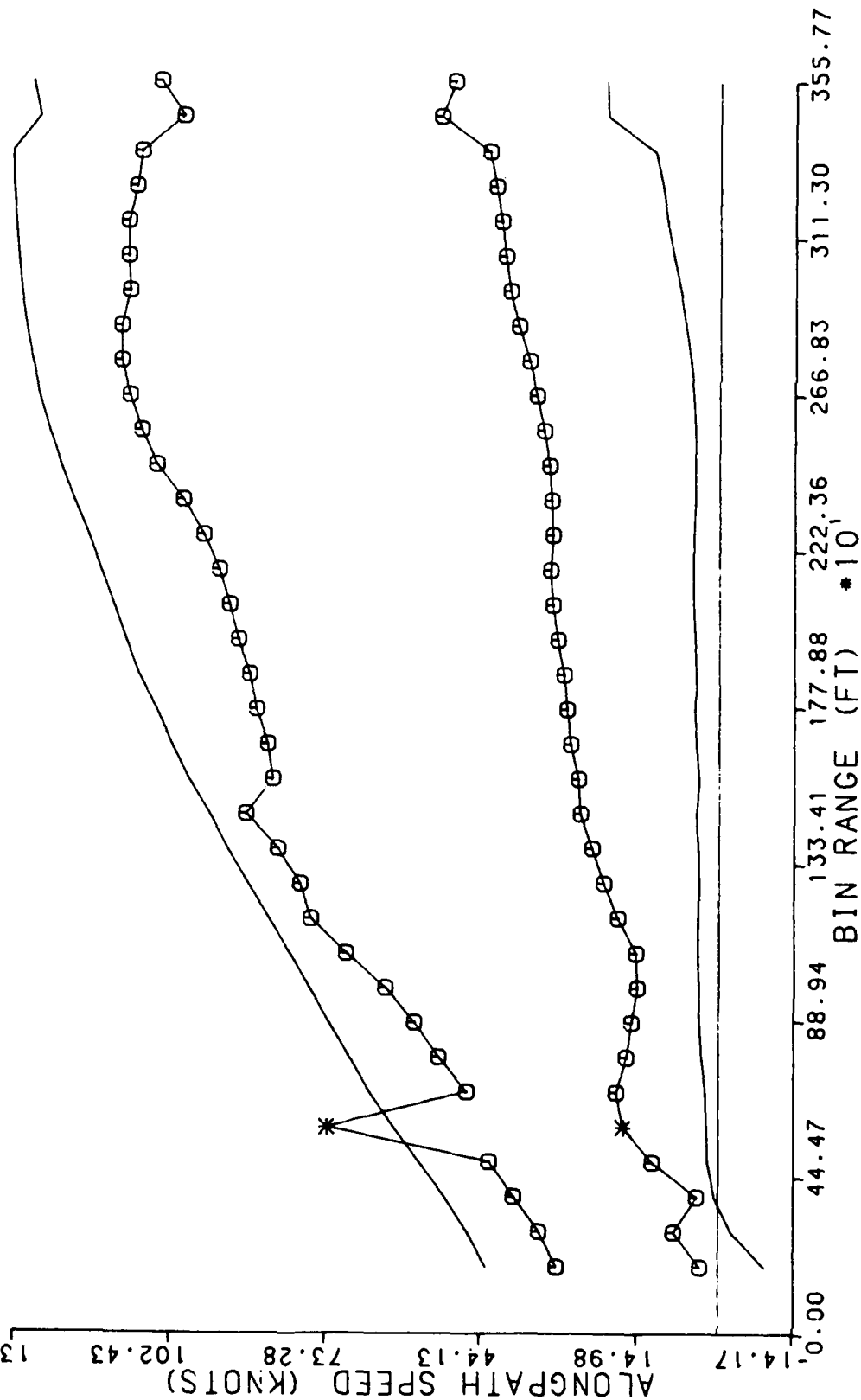
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

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\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY





VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
8 DEGREE STRAIGHT IN APPROACHES

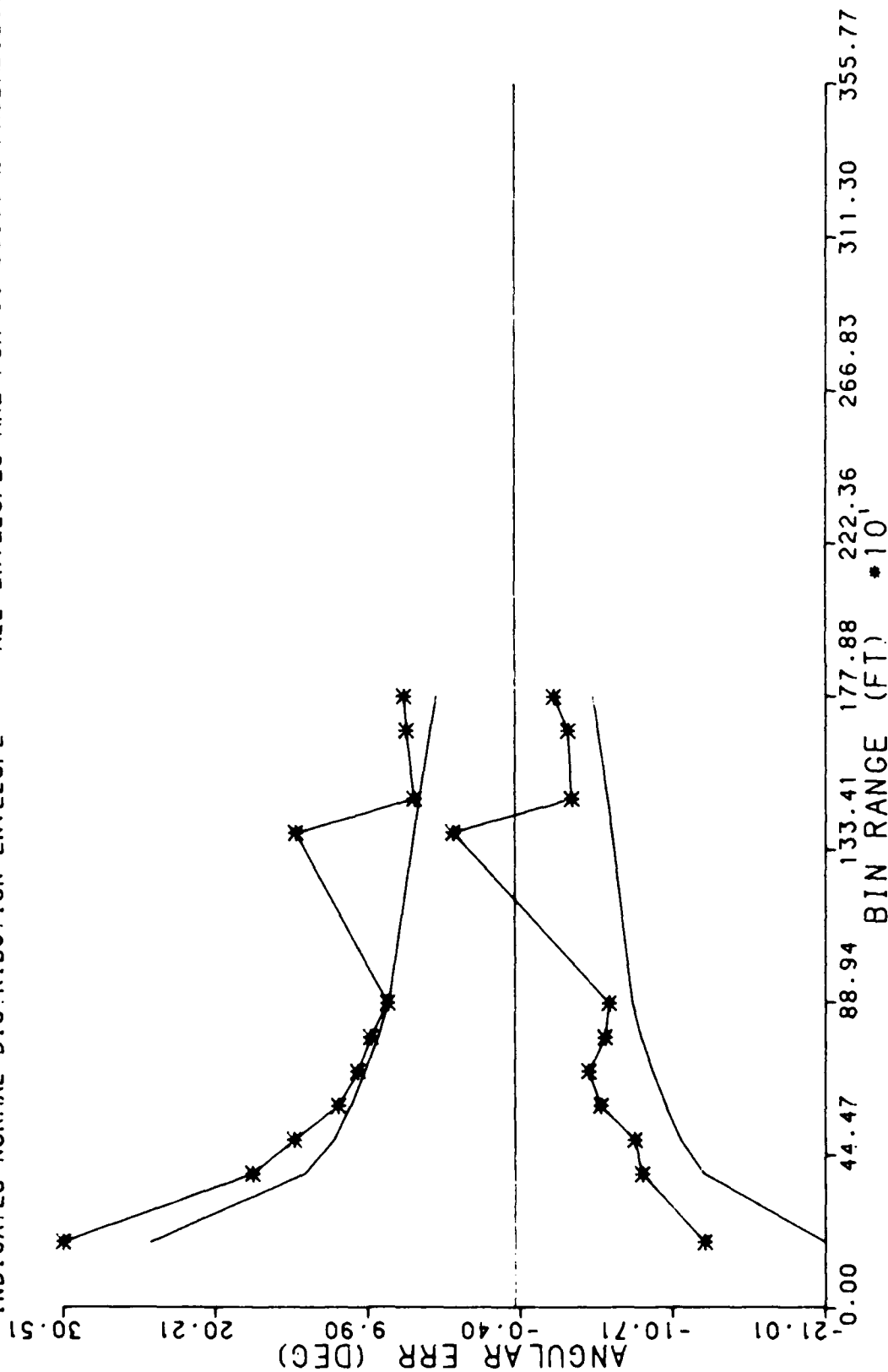
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
8 DEGREE STRAIGHT IN APPROACHES

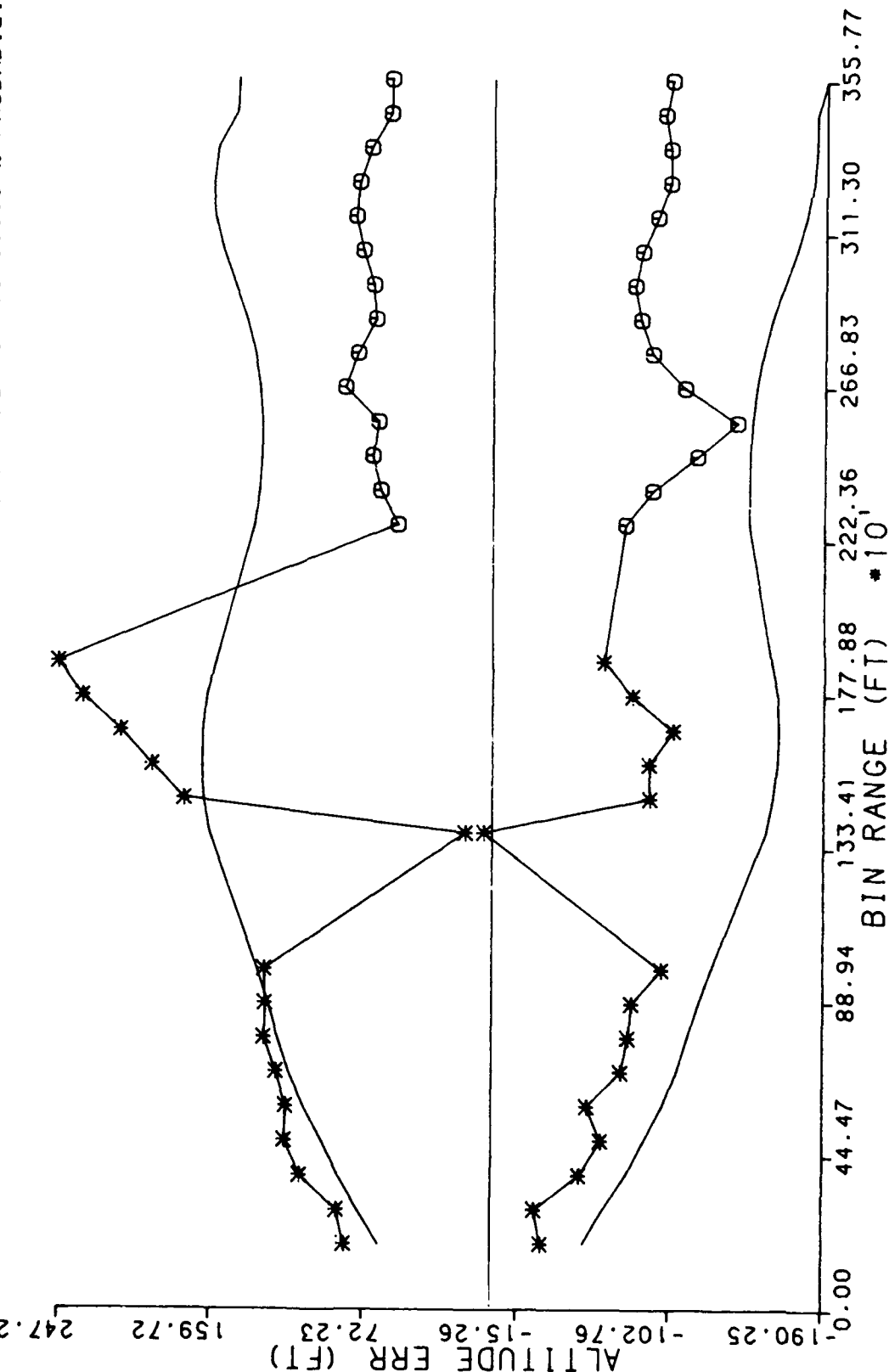
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

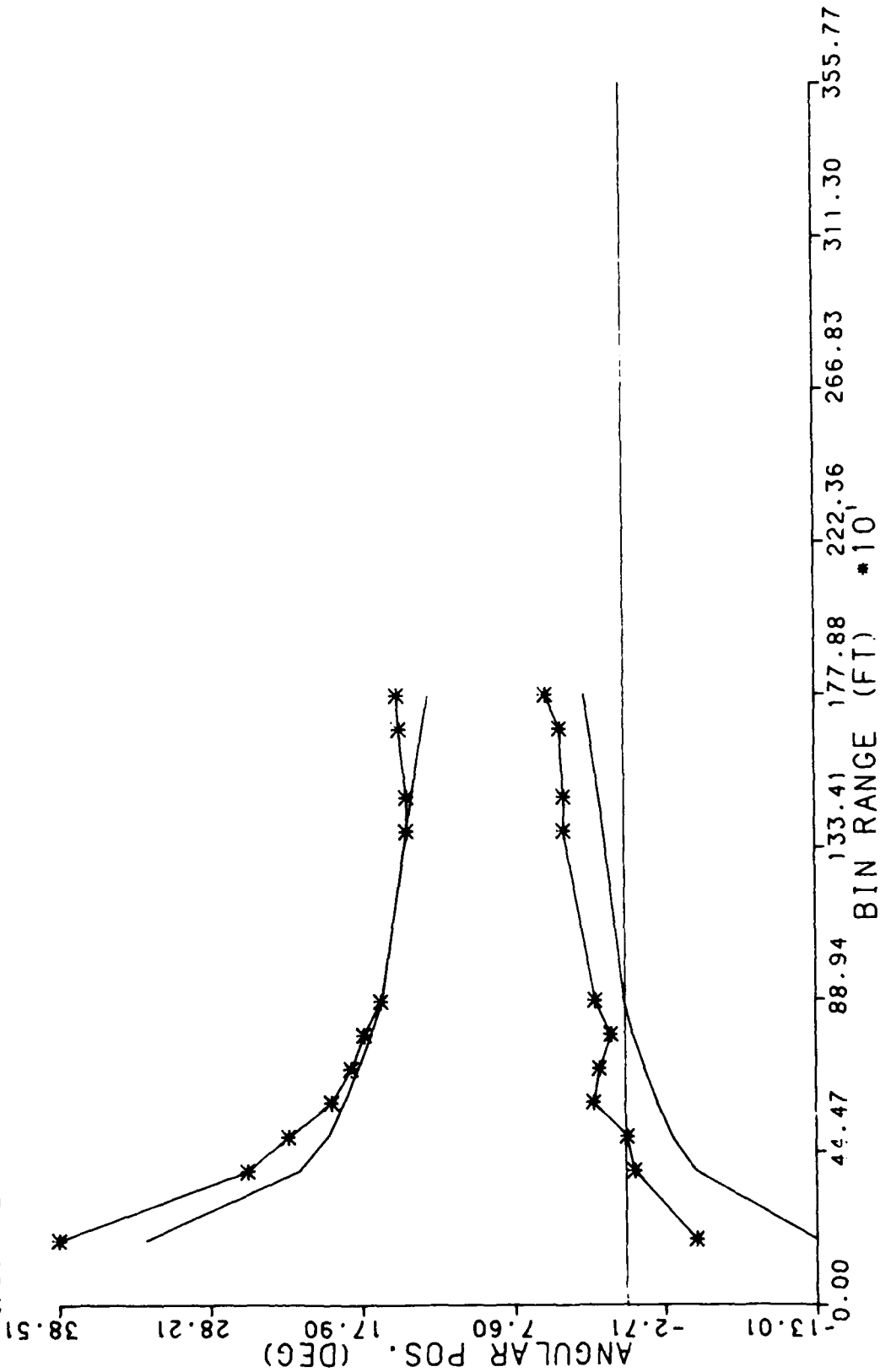
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 \* INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

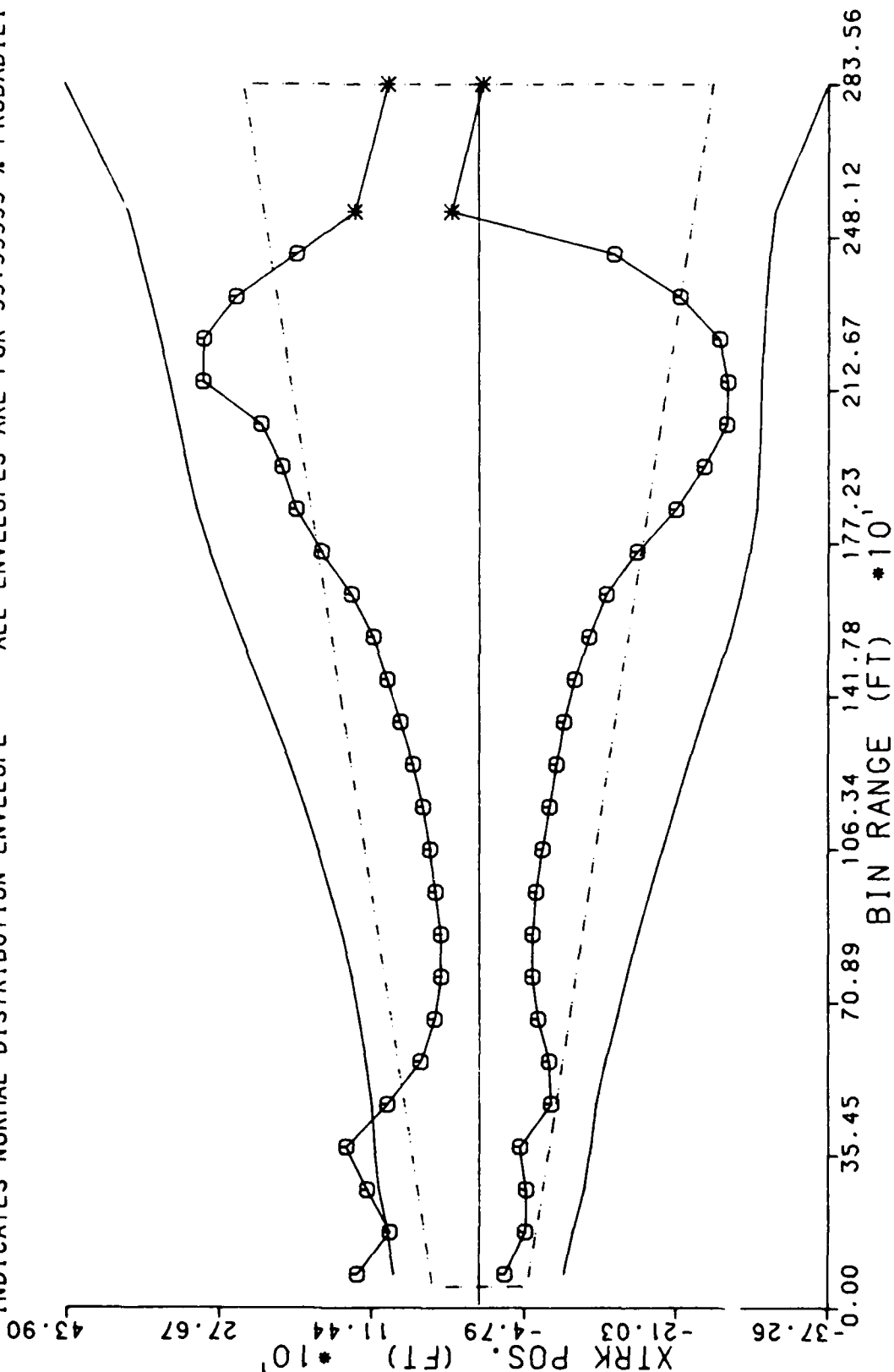
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE STRAIGHT IN APPROACHES

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

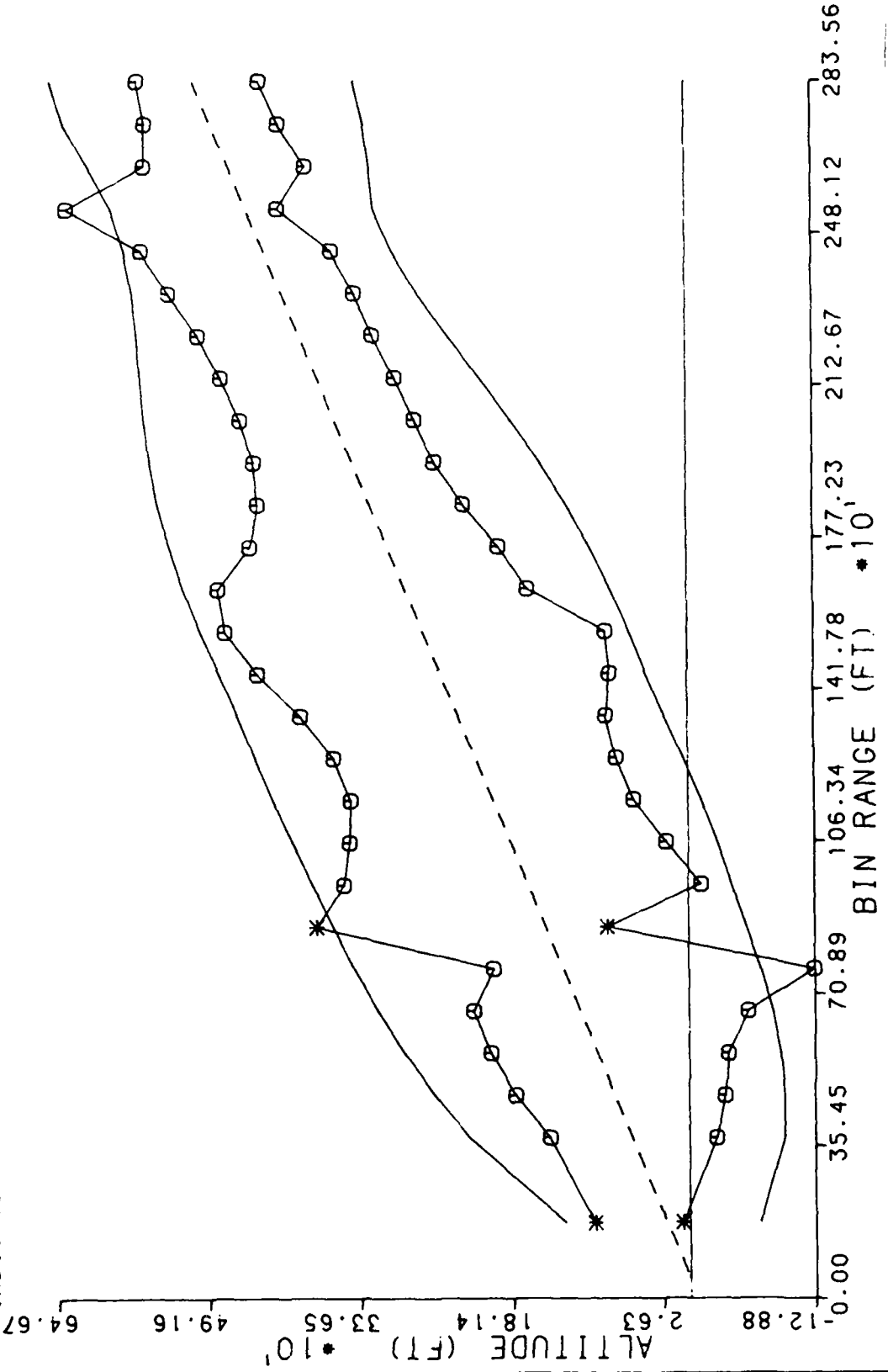
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
\*INDICATES BETA DISTRIBUTION RANGE LIMIT  
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
-- INDICATES NORMAL DISTRIBUTION ENVELOPE  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

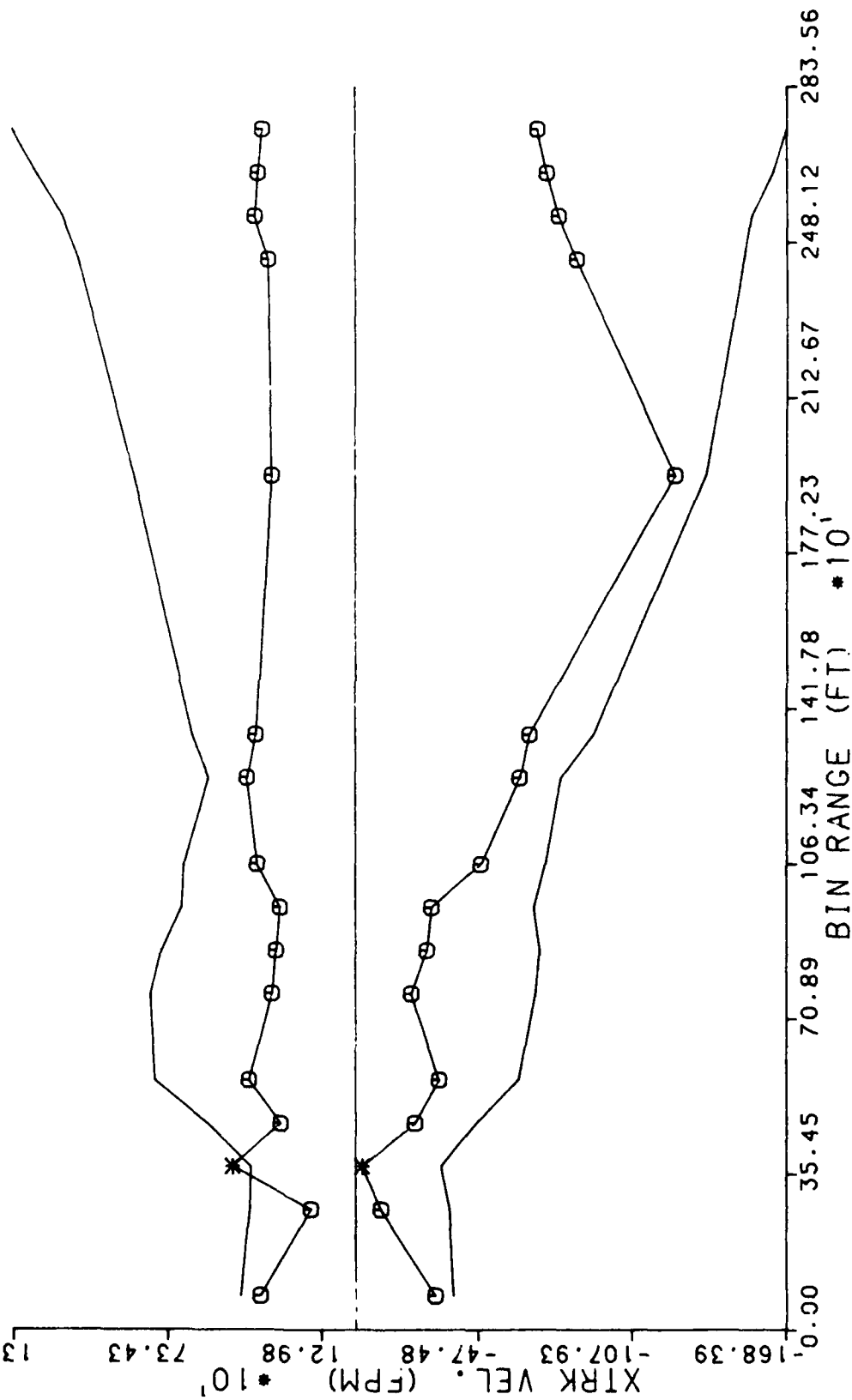
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS--- S76 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 \*INDICATES BETA DISTRIBUTION RANGE LIMIT  
 \*INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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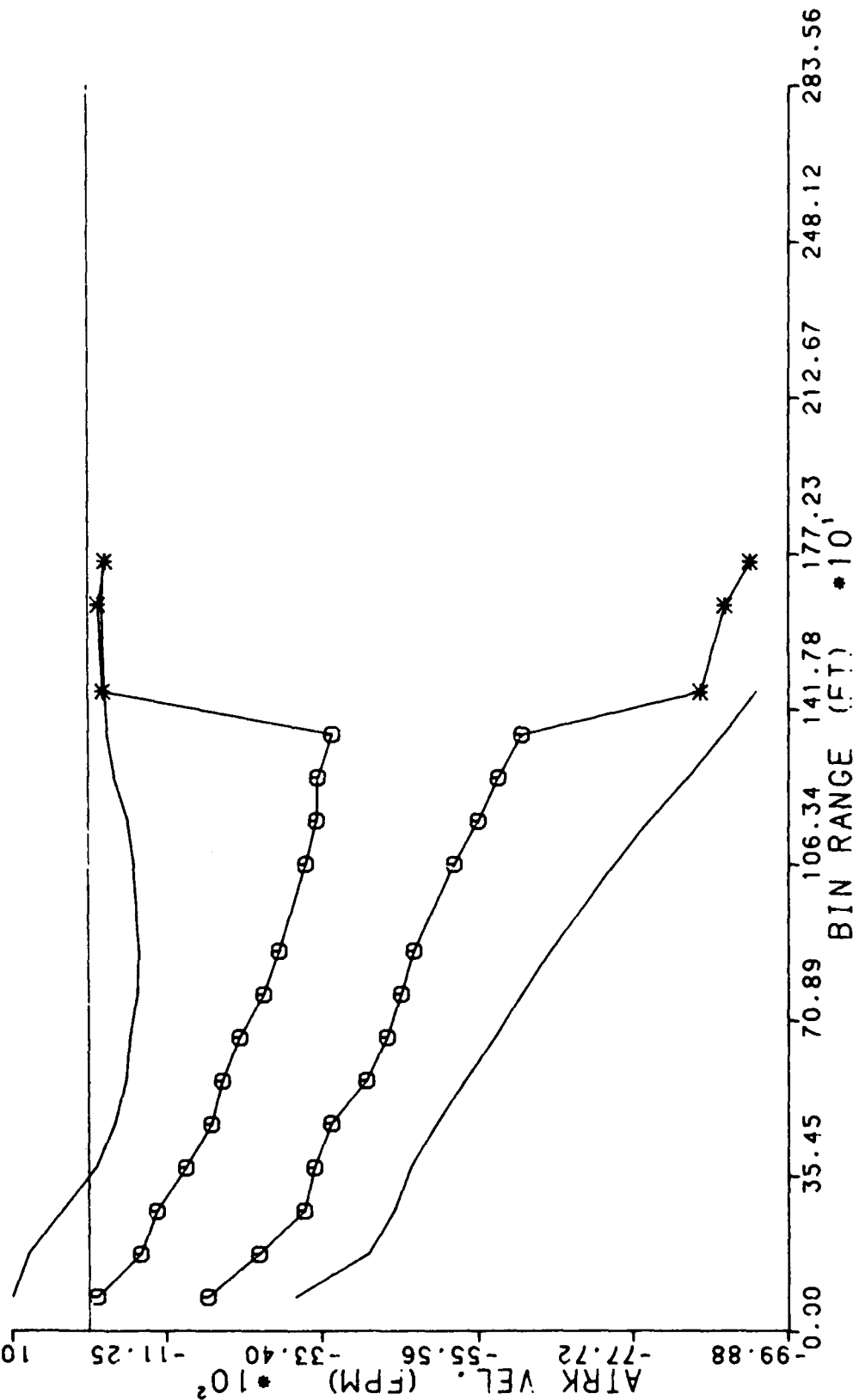
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 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



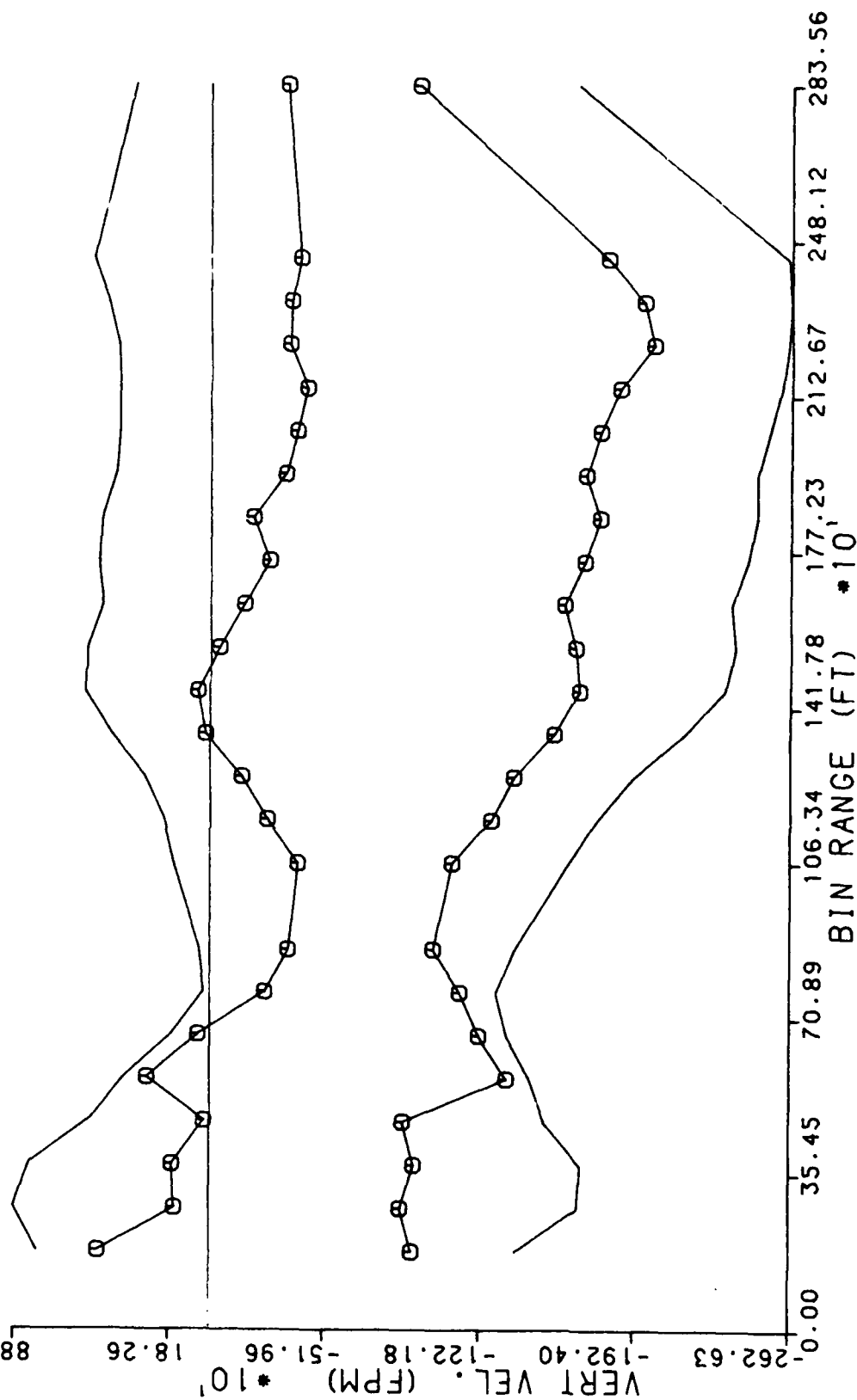
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE STRAIGHT IN APPROACHES

VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. SJ 00403

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

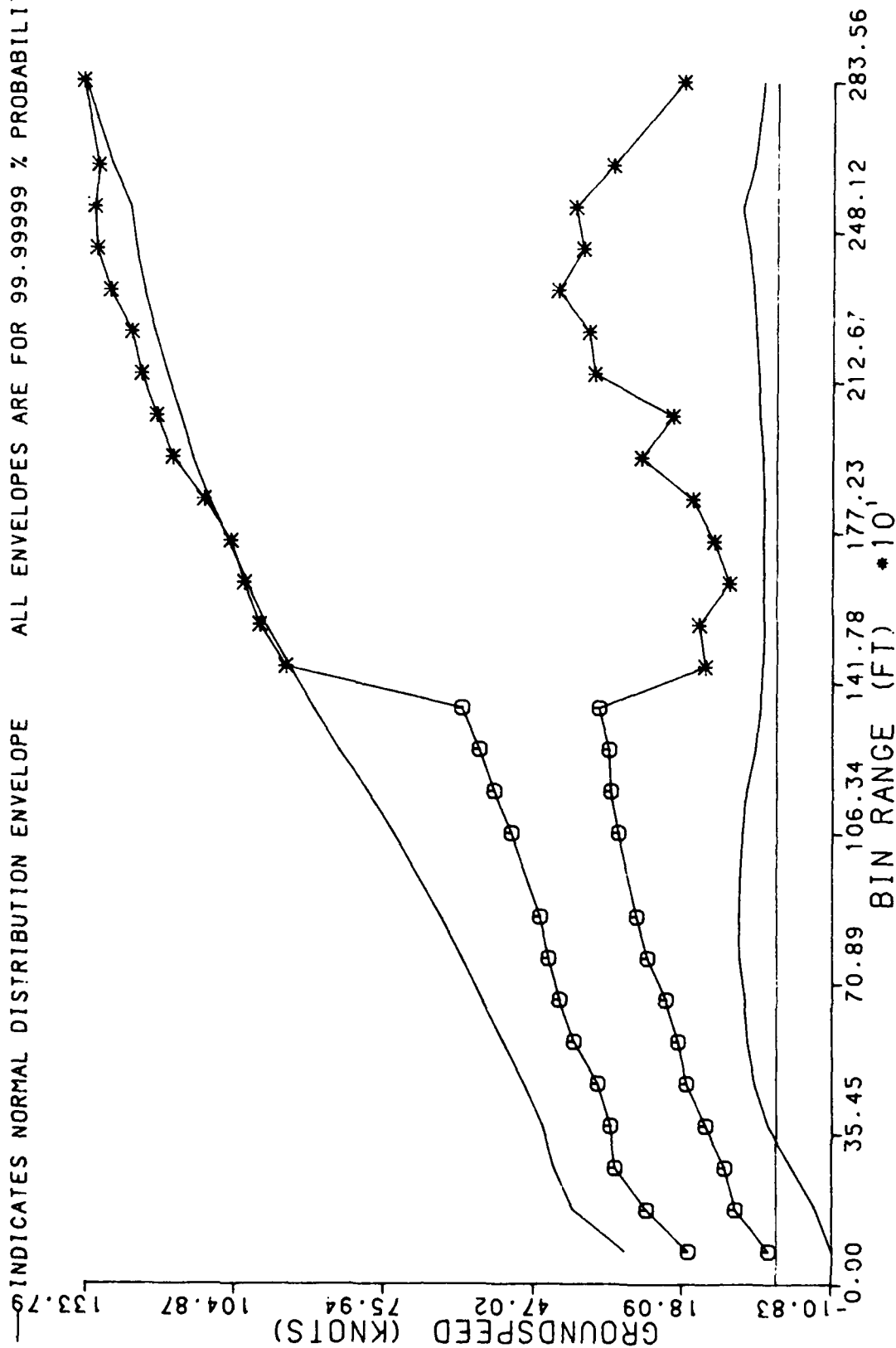




VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 GROUND SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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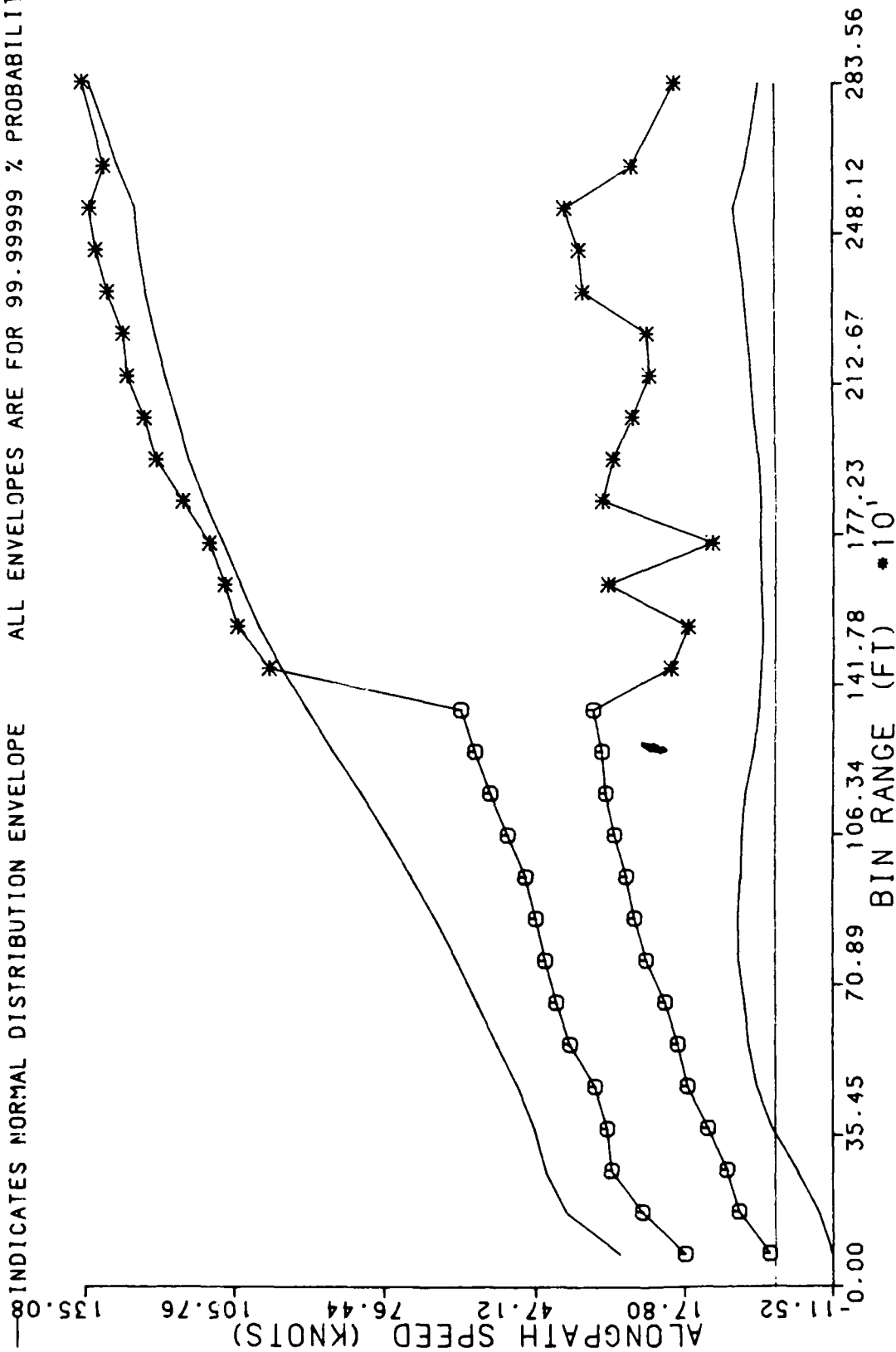
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 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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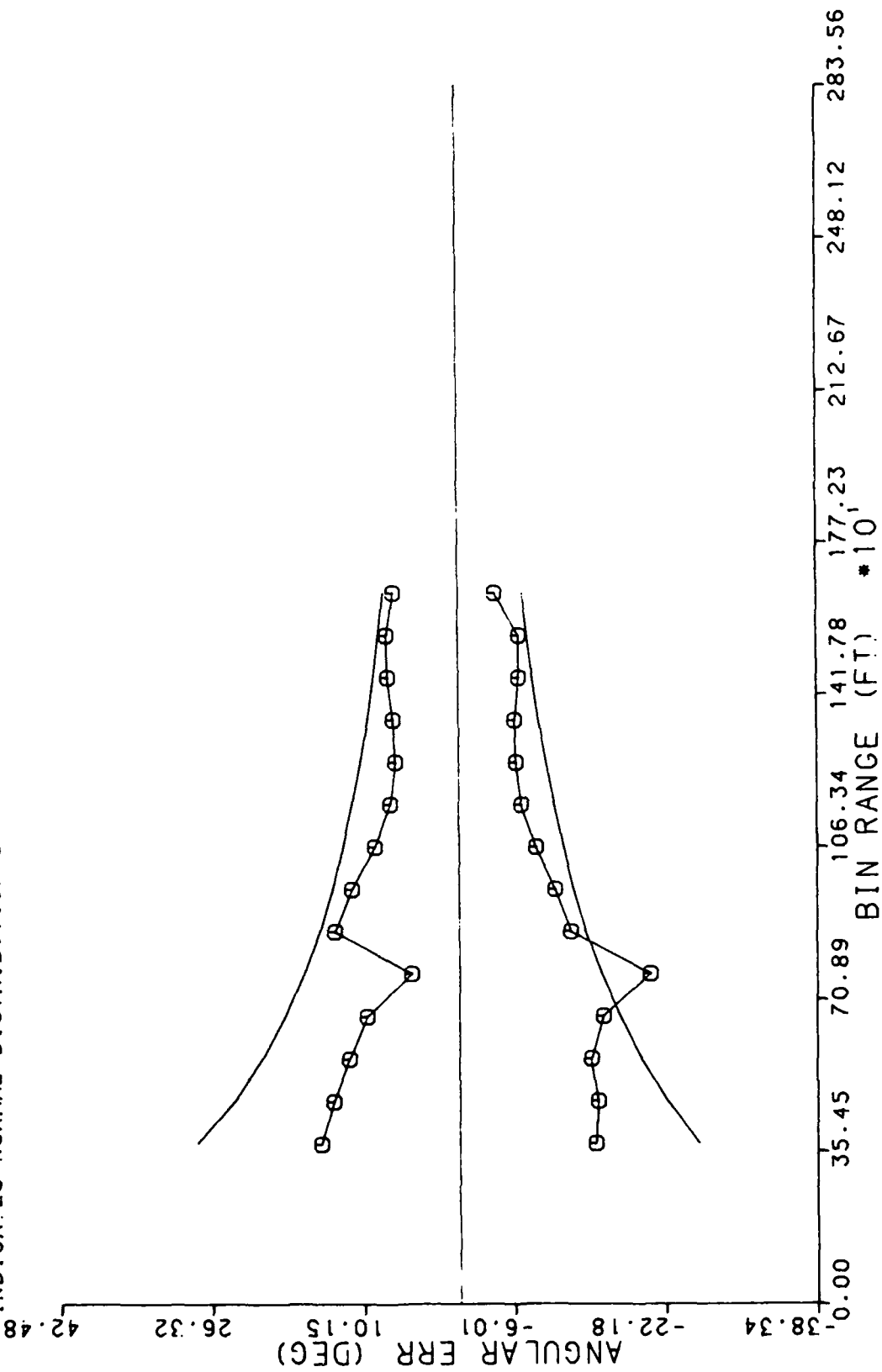
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 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



DATA PROCESSED BY FAA TECHNICAL CENTER  
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY

10 DEGREE STRAIGHT IN APPROACHES

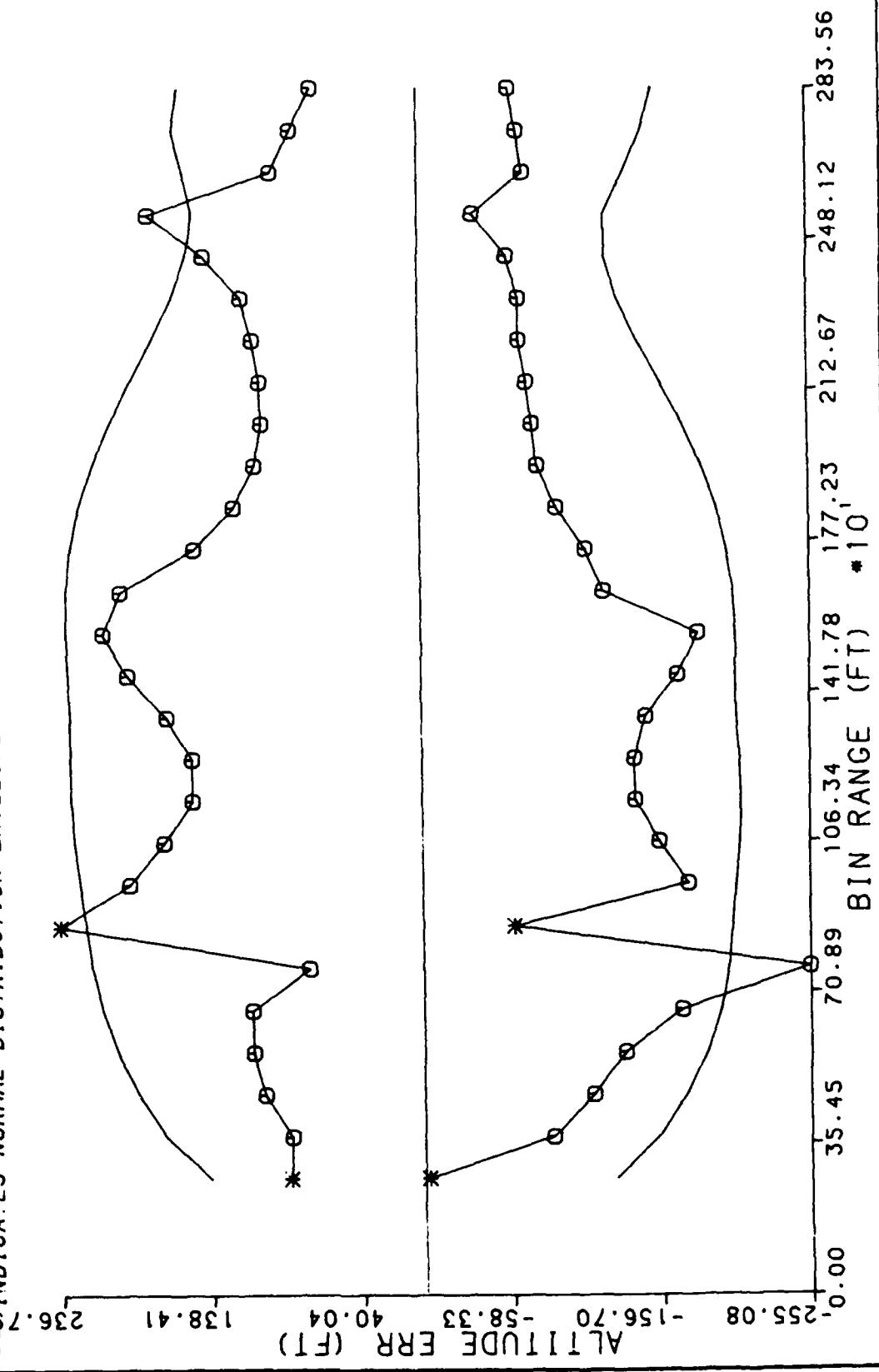
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT

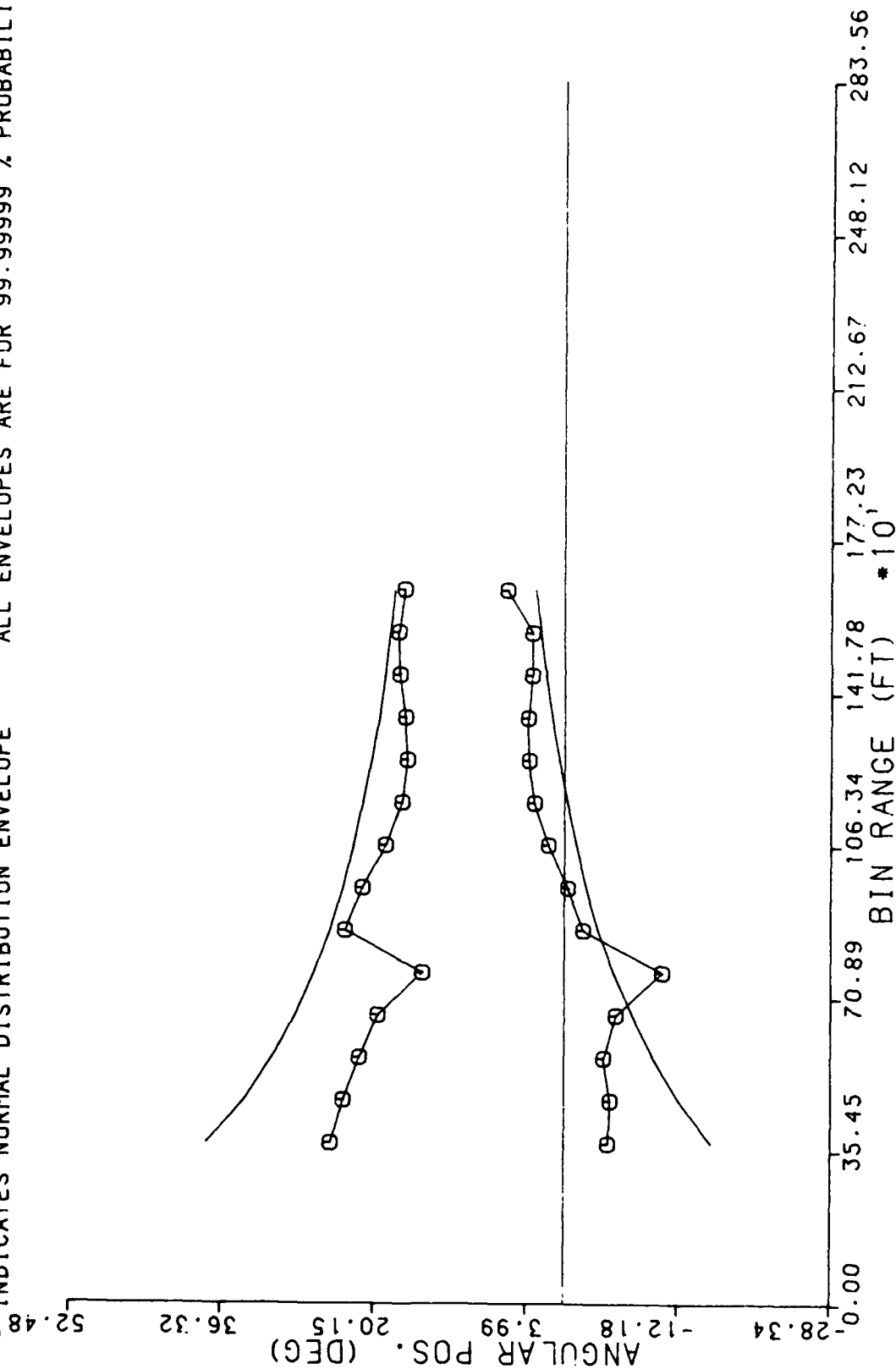
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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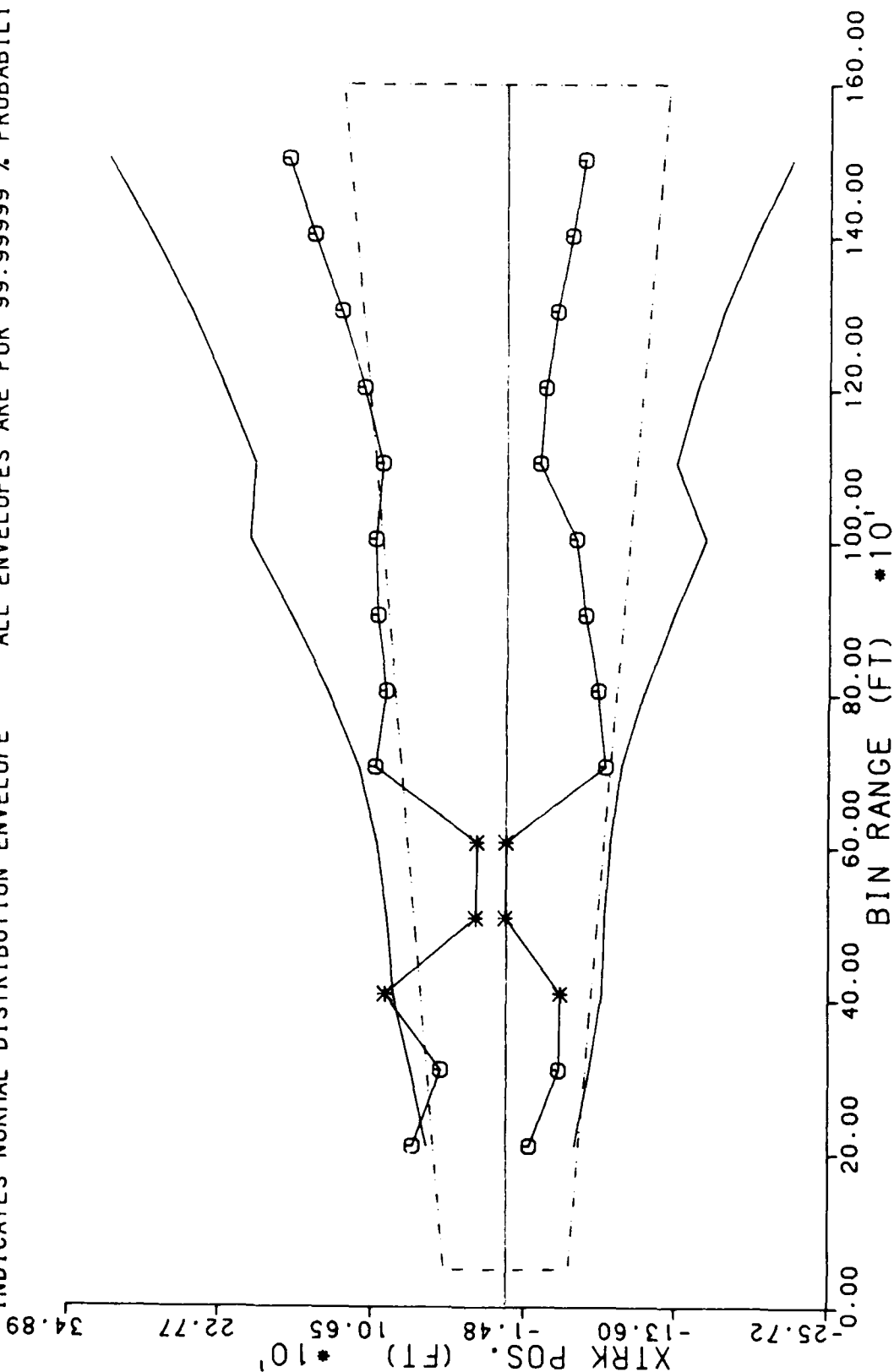
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE CURVED APPROACHES

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
O INDICATES BETA DISTRIBUTION RANGE LIMIT \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



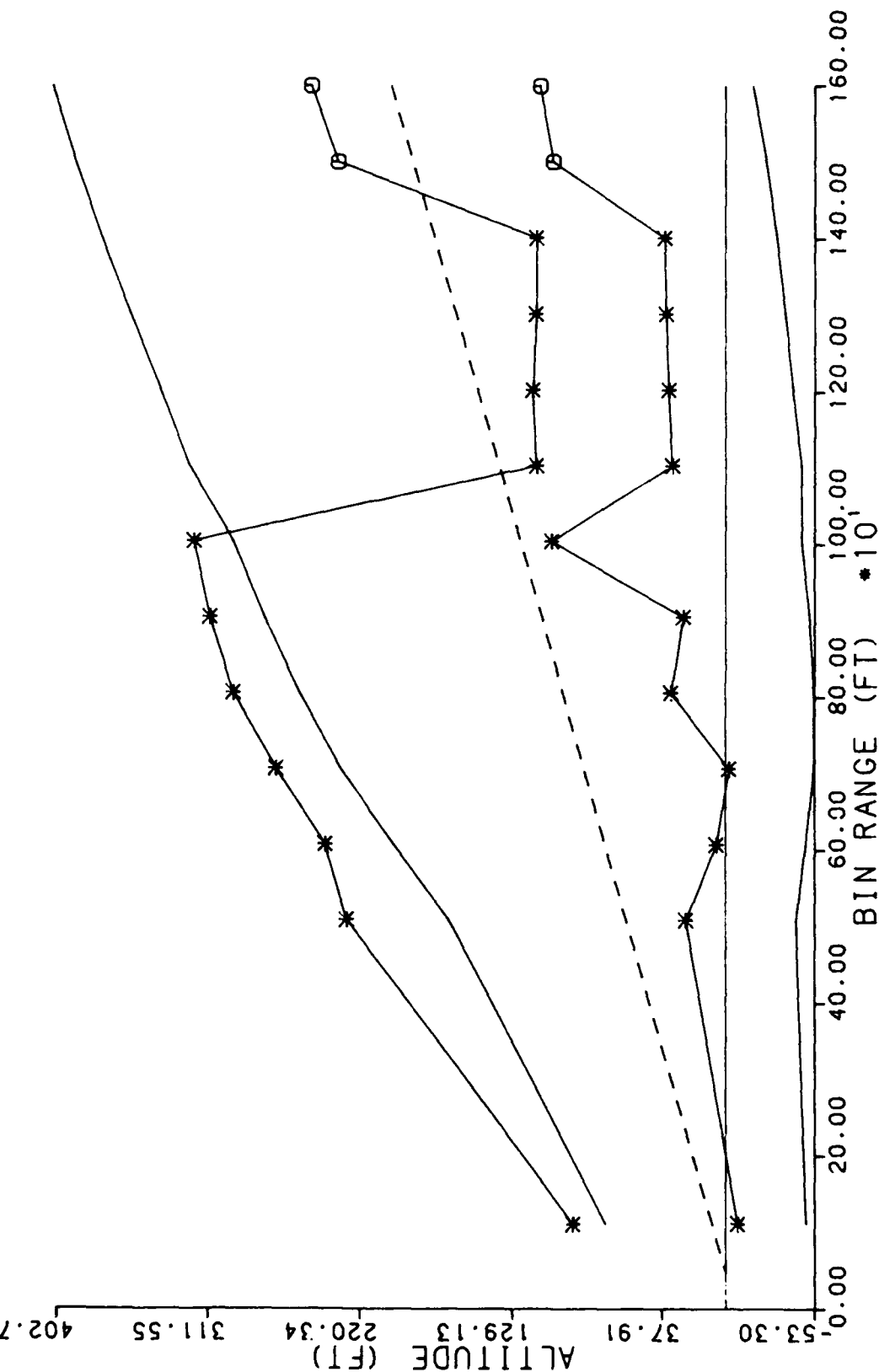
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE CURVED APPROACHES

ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



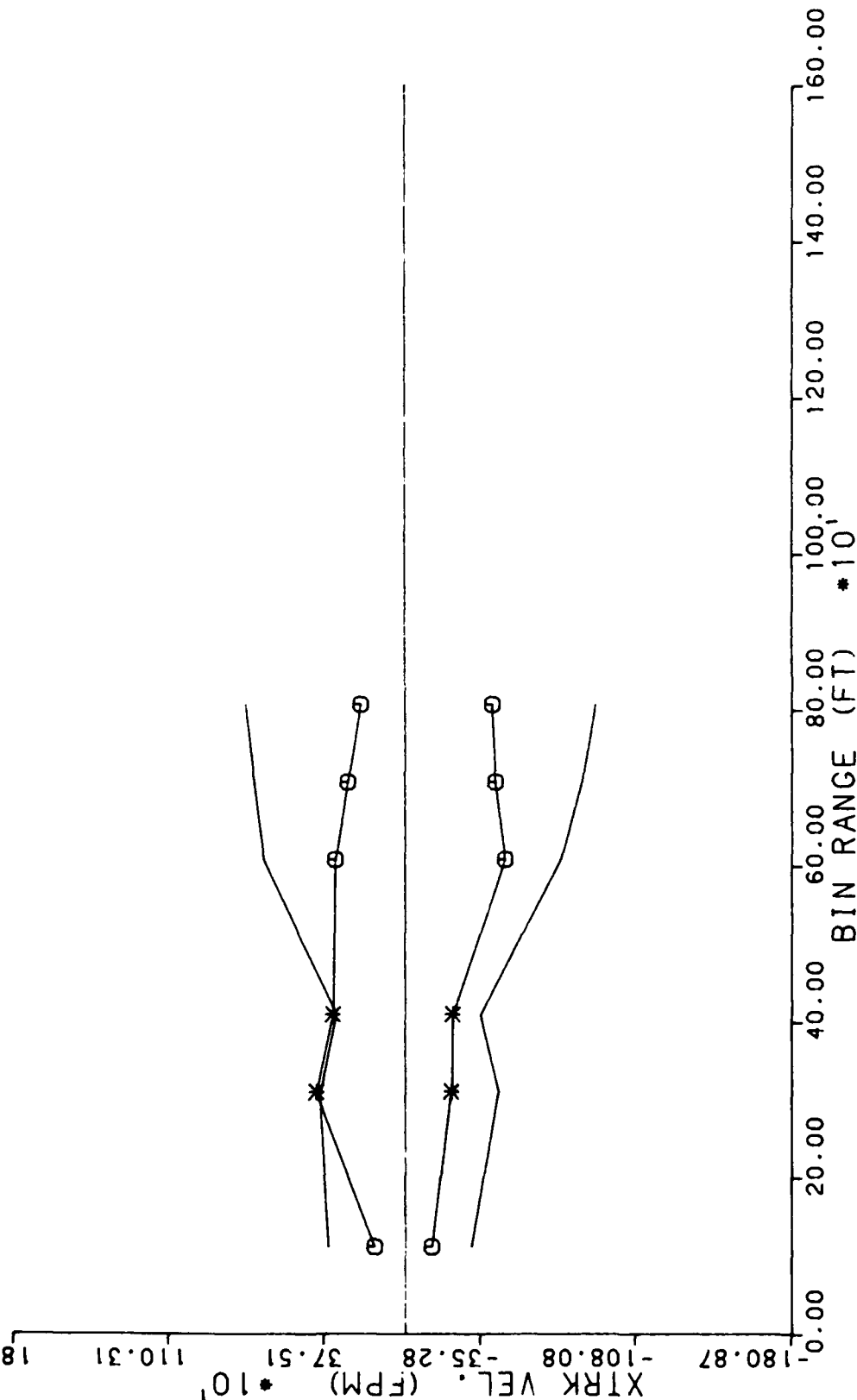
VMC DISTRIBUTION ANALYSIS--- S76 DATA ONLY  
7 DEGREE CURVED APPROACHES

CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08505

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY





VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE CURVED APPROACHES

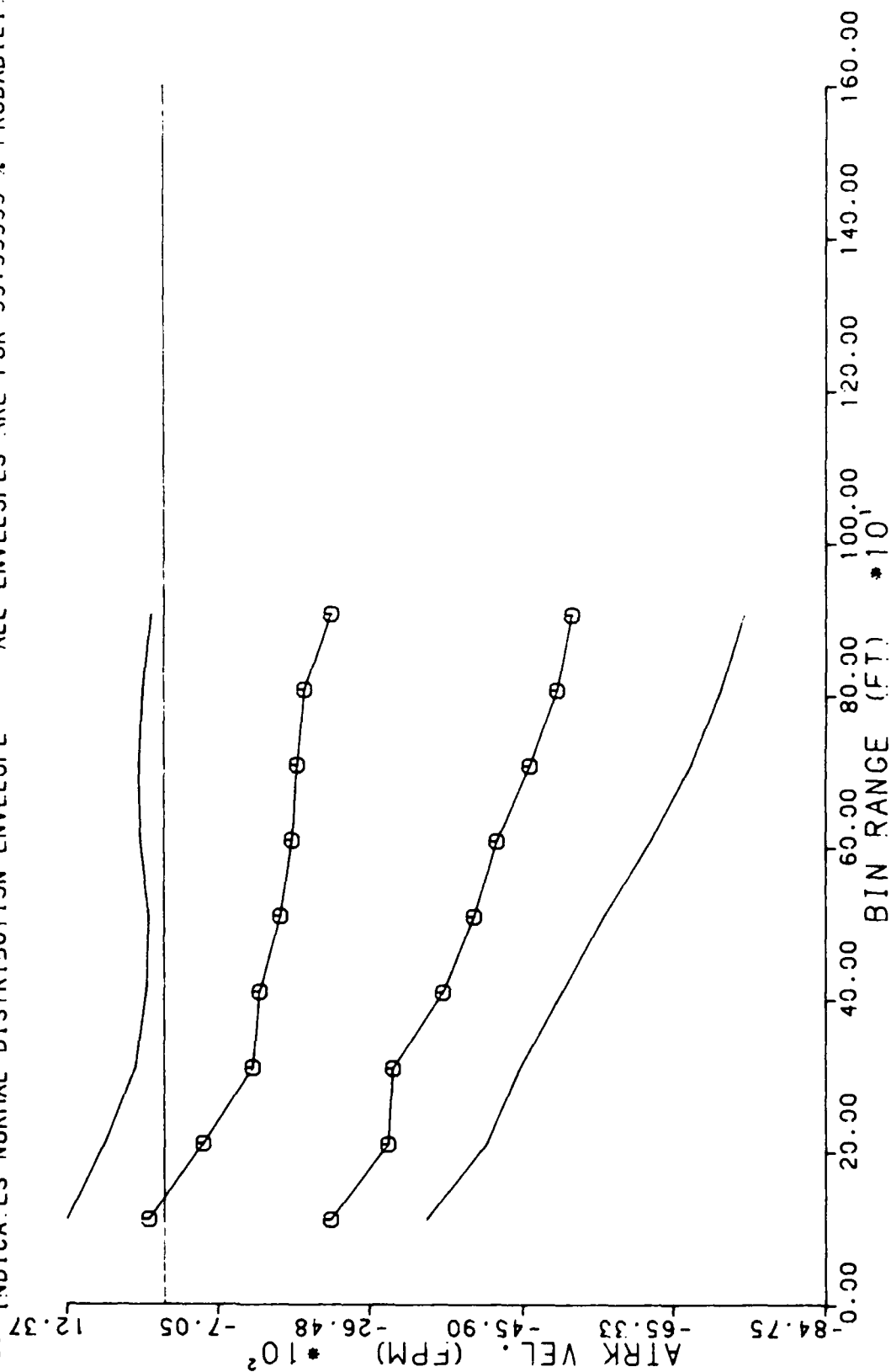
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



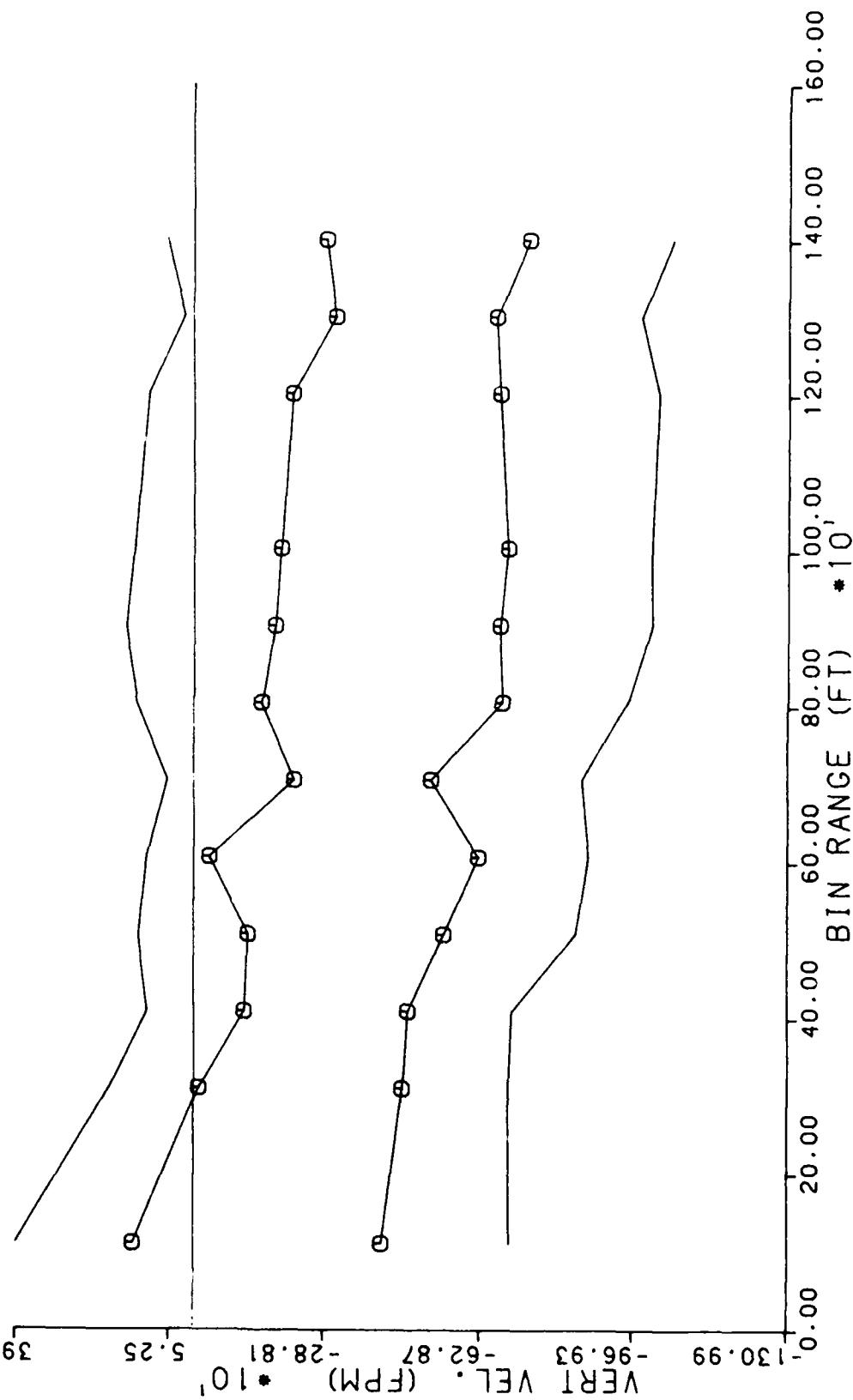
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 7 DEGREE CURVED APPROACHES

VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT

--- INDICATES NORMAL DISTRIBUTION ENVELOPE

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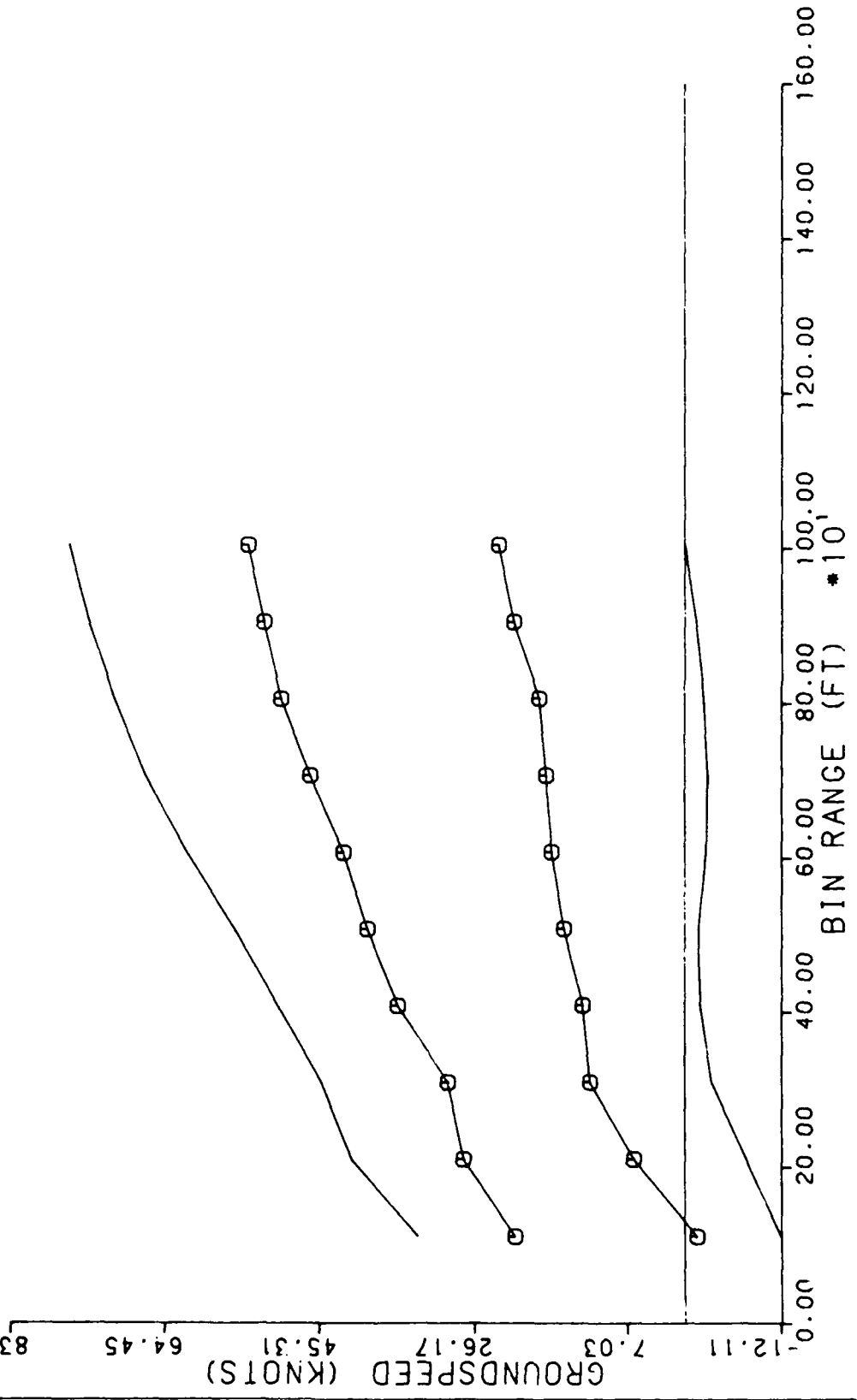
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



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ATLANTIC CITY AIRPORT, NJ 08403

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE CURVED APPROACHES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE CURVED APPROACHES

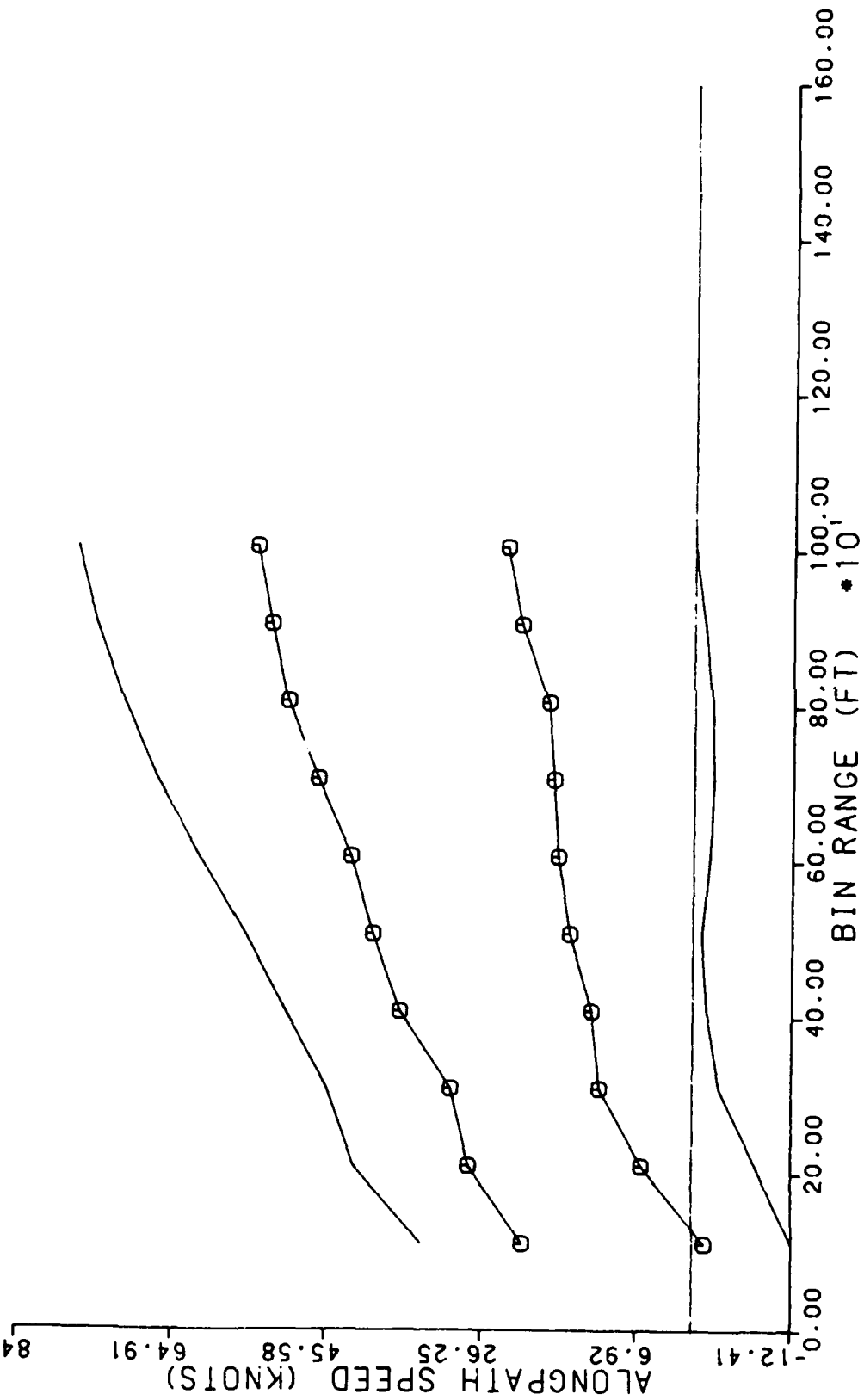
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE CURVED APPROACHES

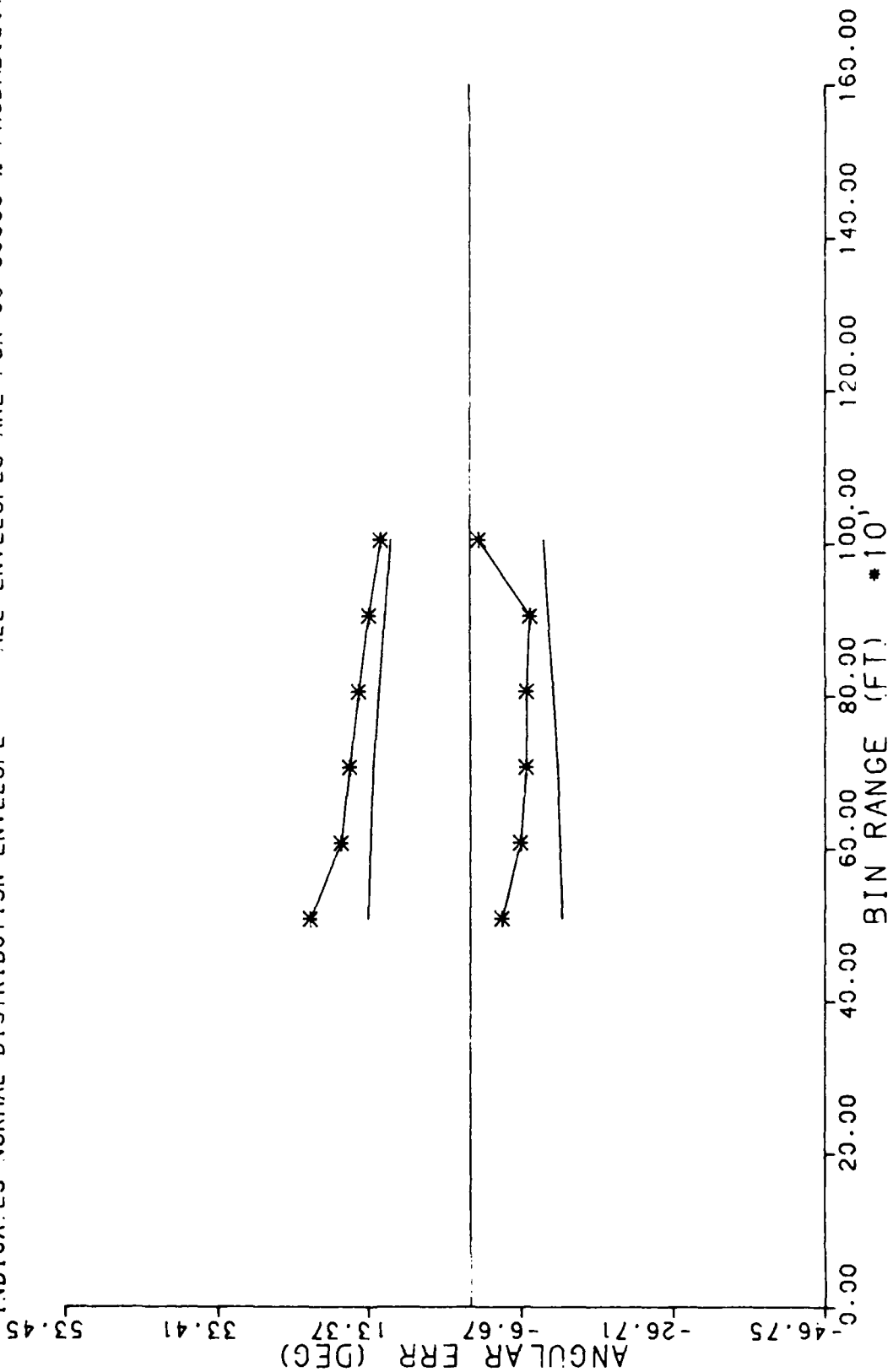
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



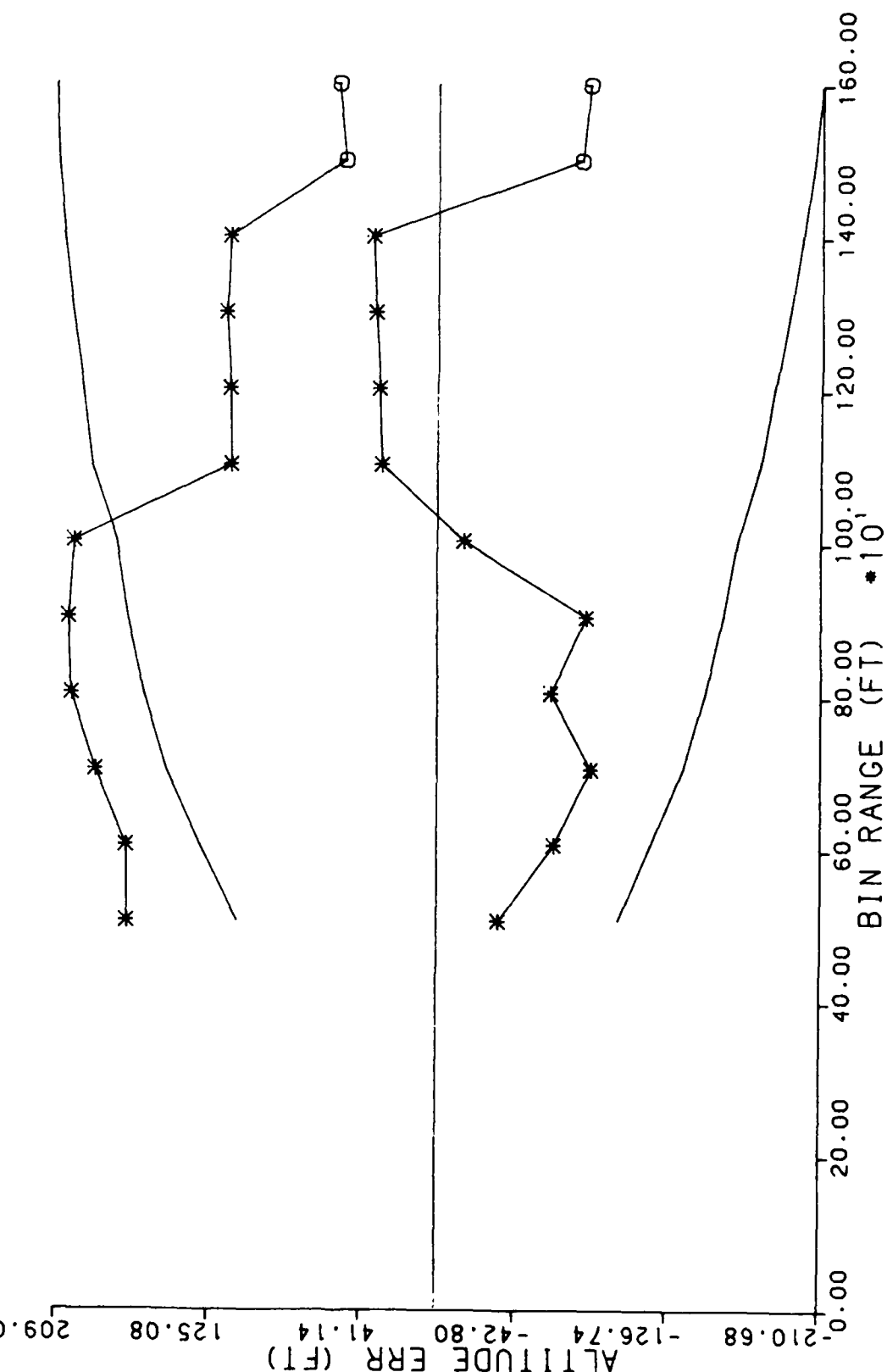
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE CURVED APPROACHES

ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

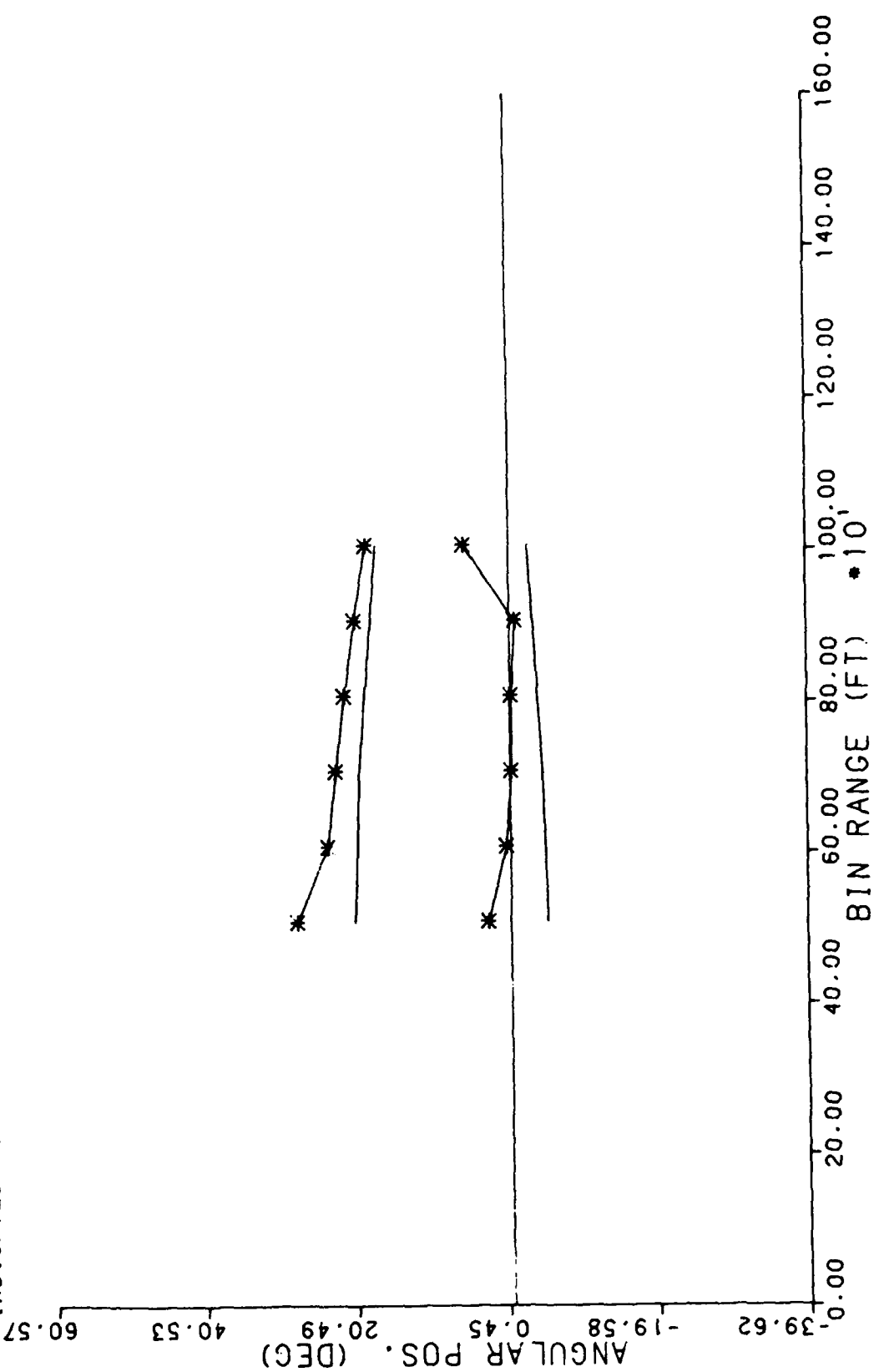
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ATLANTIC CITY AIRPORT, NJ 08405



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 7 DEGREE CURVED APPROACHES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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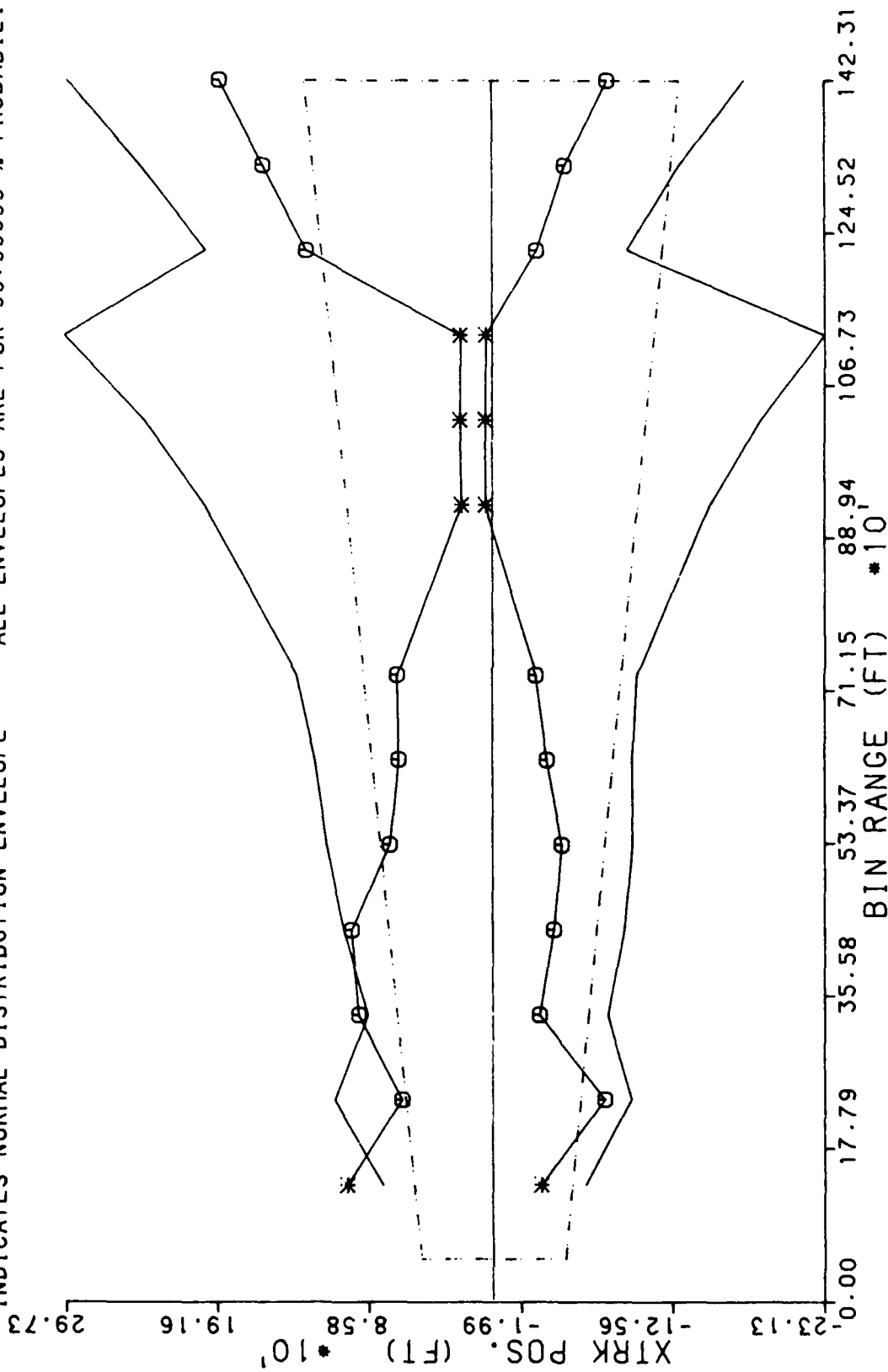
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 8 DEGREE CURVED APPROACHES

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT. NJ 08405

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY





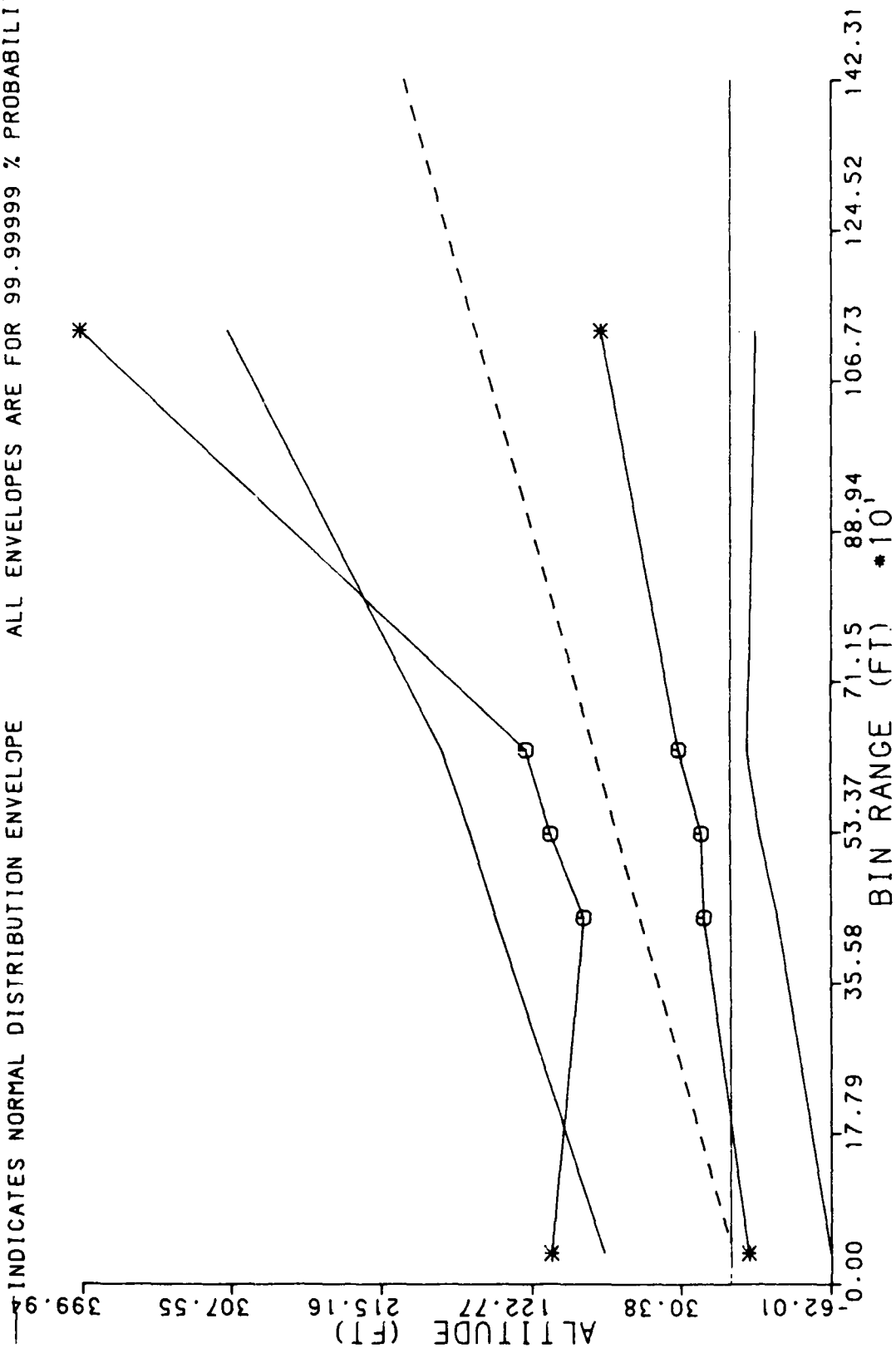
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
8 DEGREE CURVED APPROACHES

ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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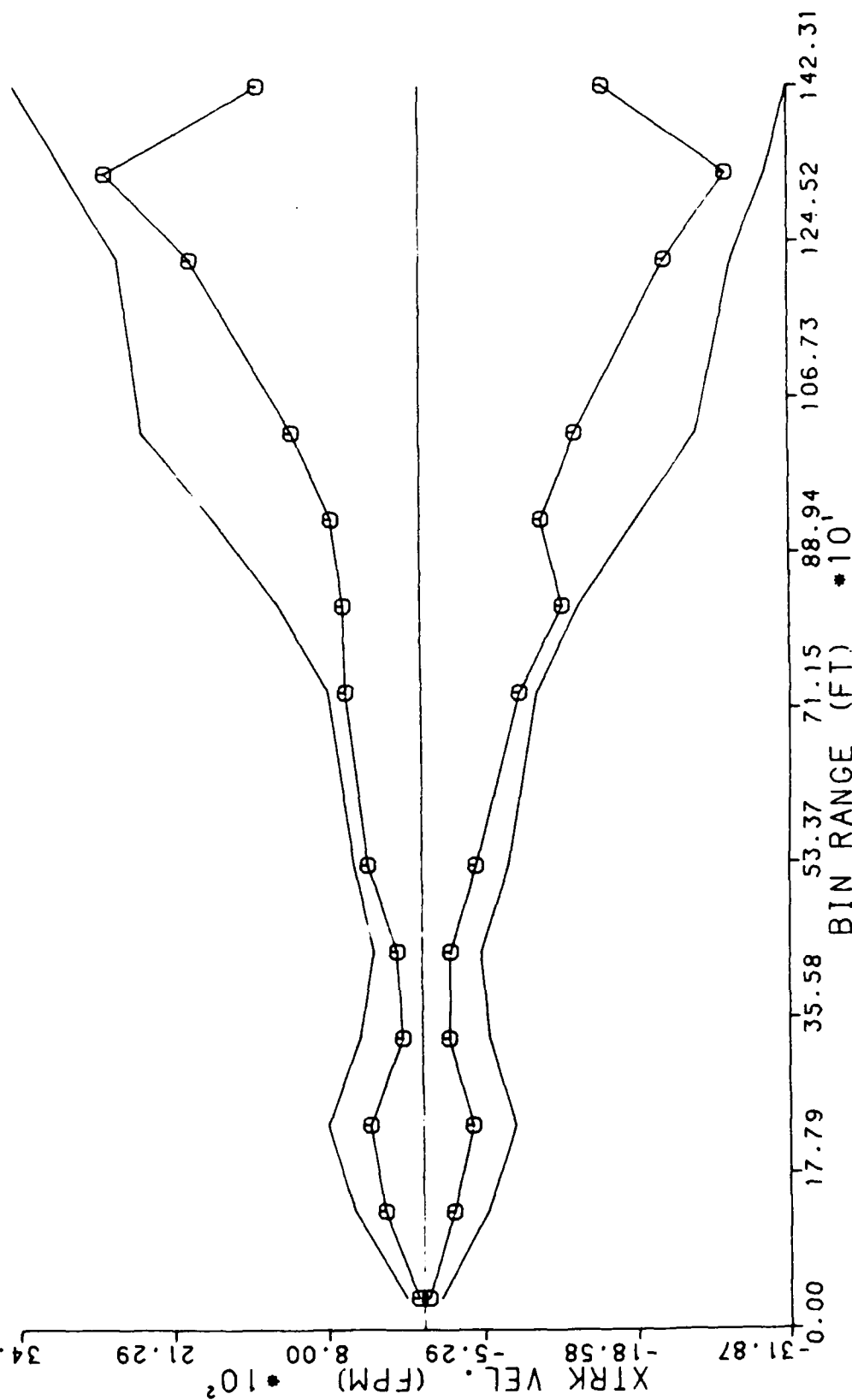
VMC DISTRIBUTION ANALYSIS--- S76 DATA ONLY  
8 DEGREE CURVED APPROACHES

CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08403

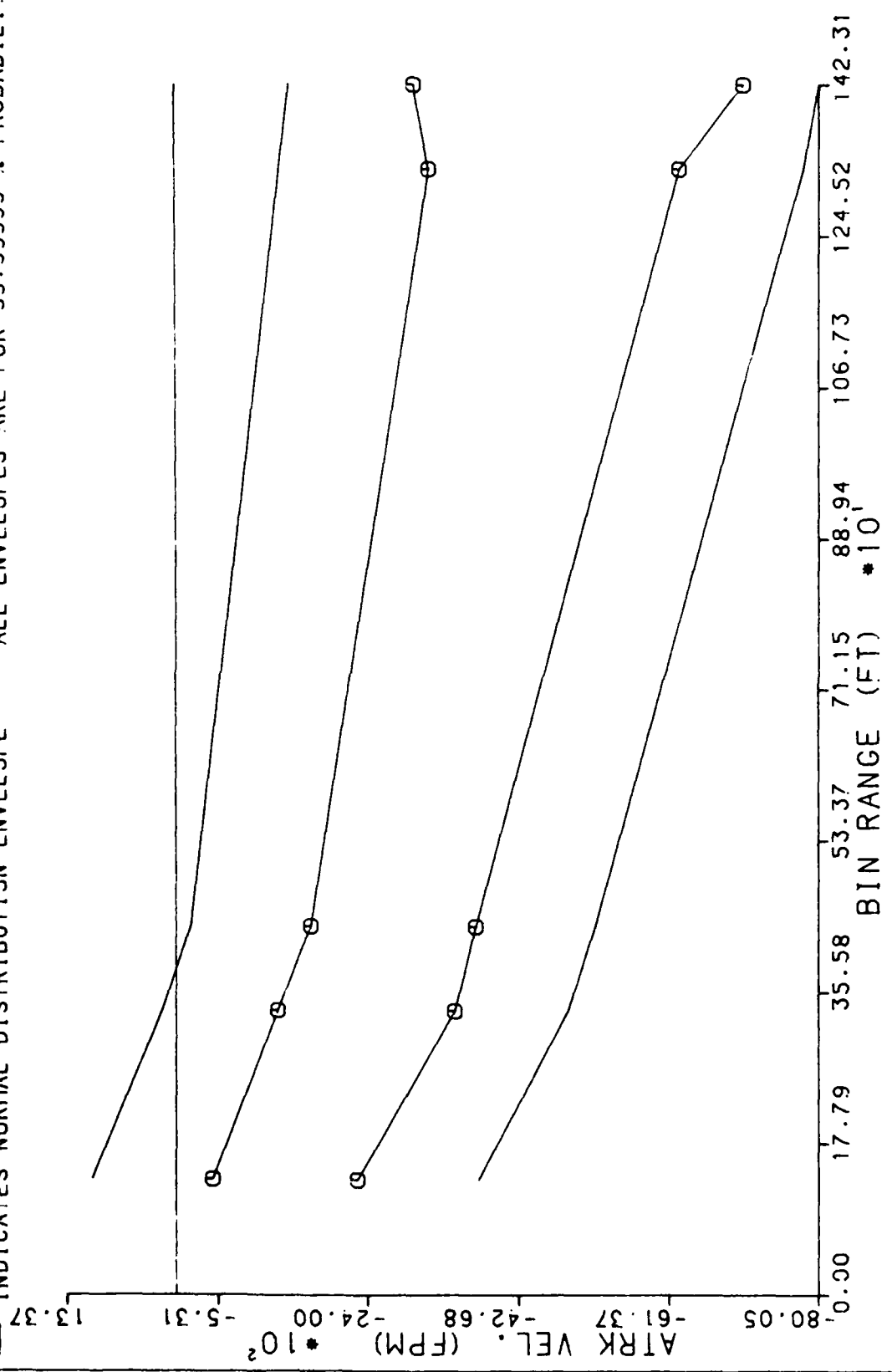
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 8 DEGREE CURVED APPROACHES  
 ALONG TRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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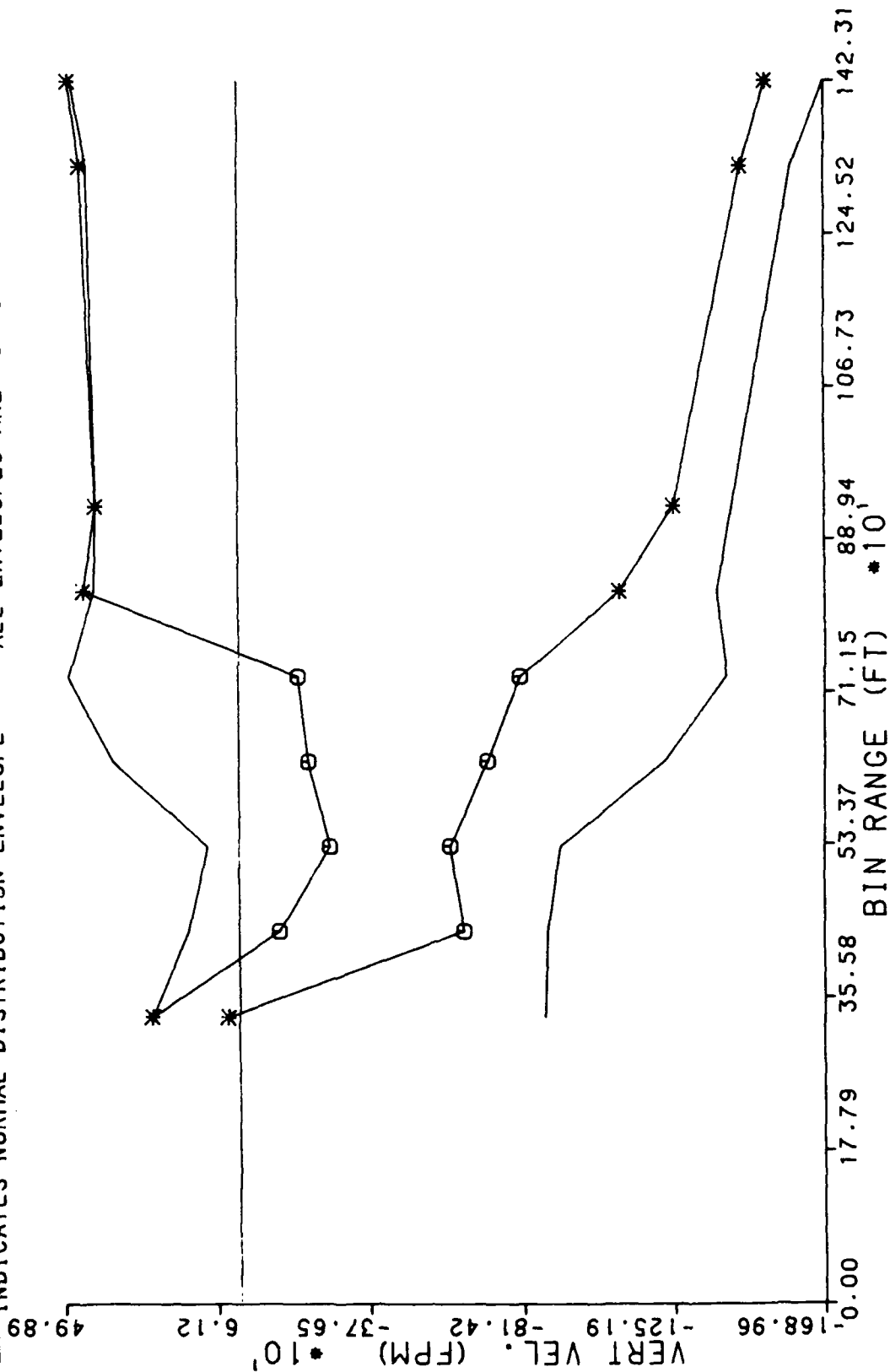


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
8 DEGREE CURVED APPROACHES

VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY 8 DEGREE CURVED APPROACHES

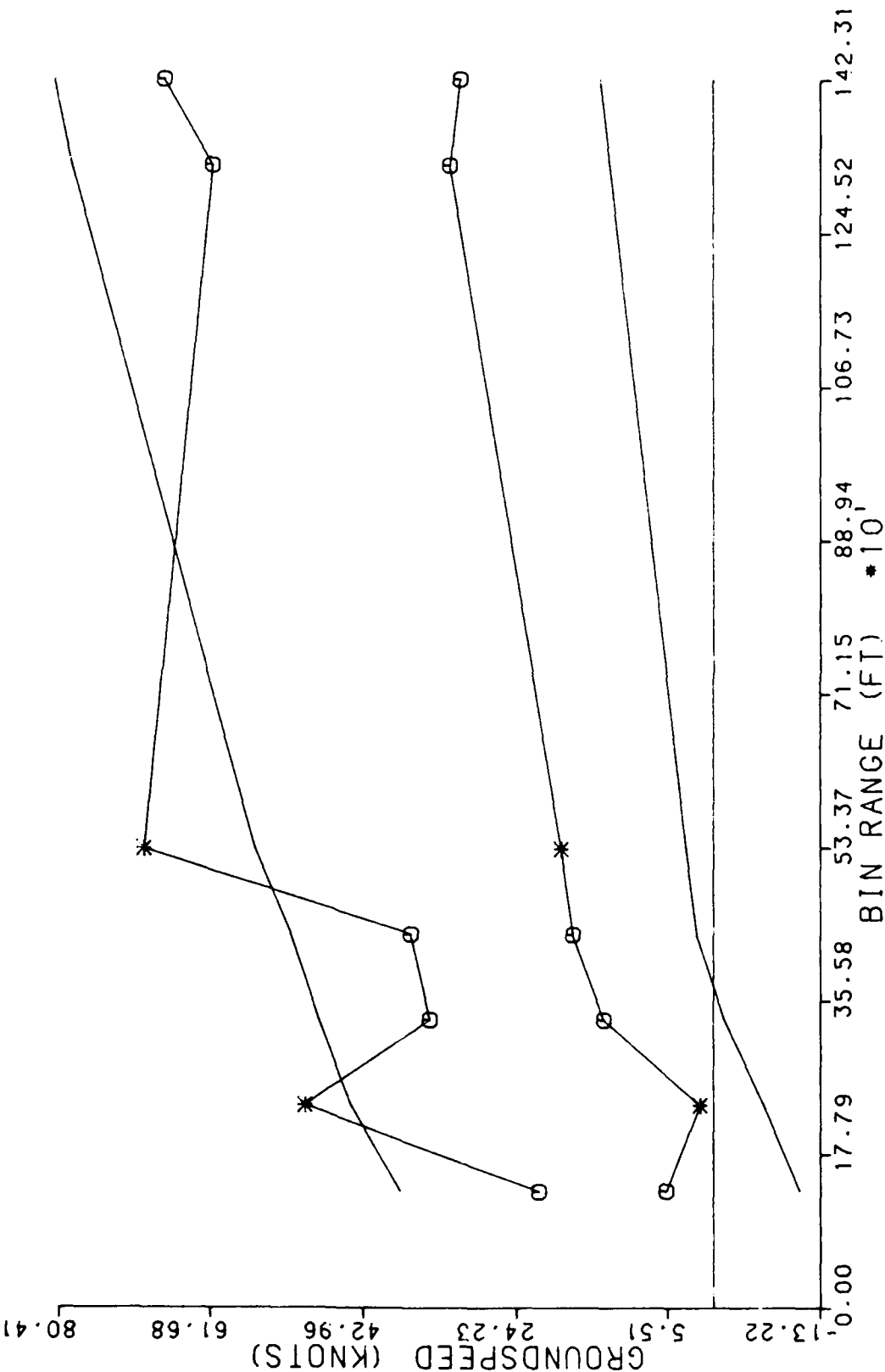
DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

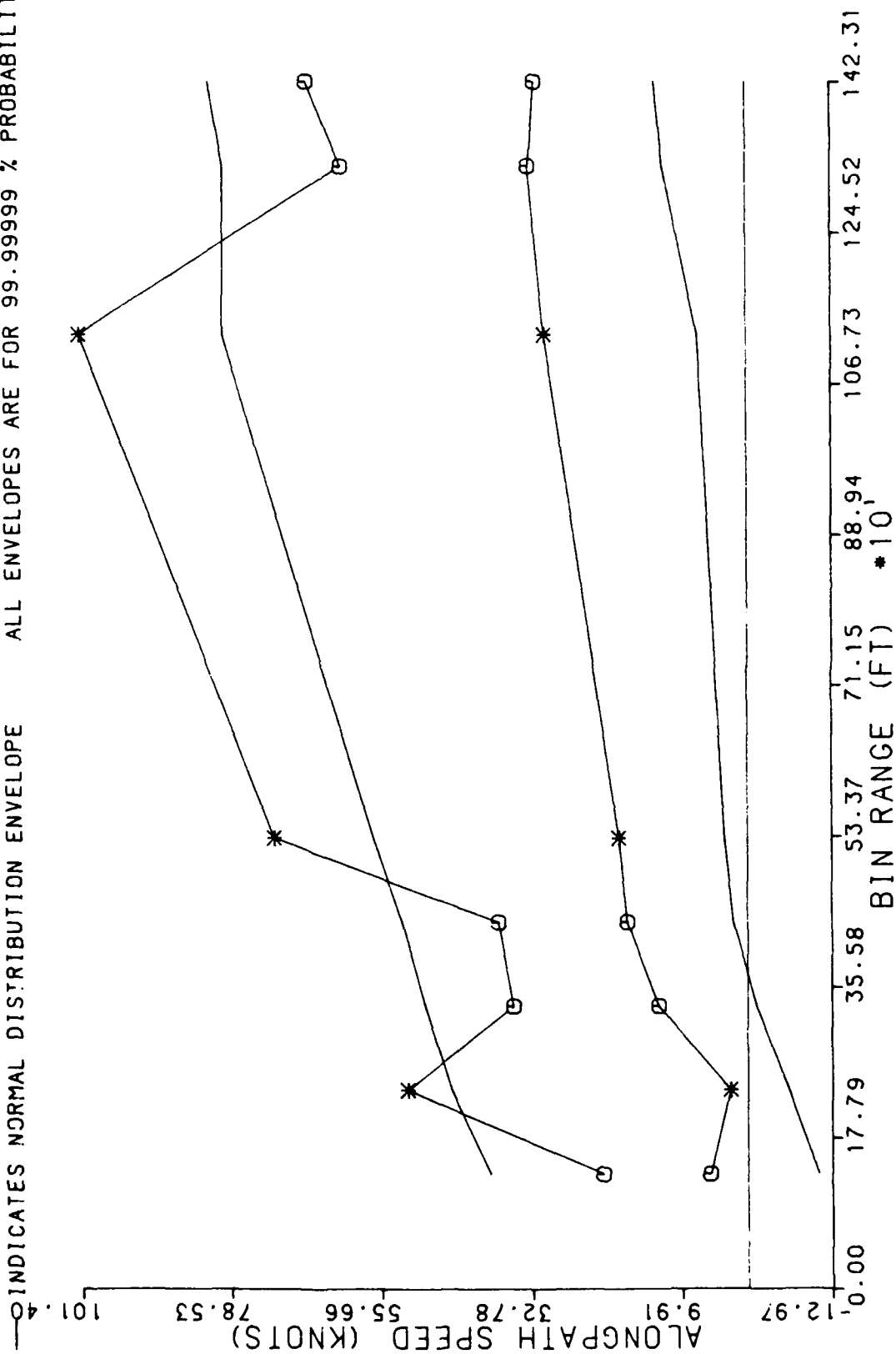


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
8 DEGREE CURVED APPROACHES

ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY

8 DEGREE CURVED APPROACHES

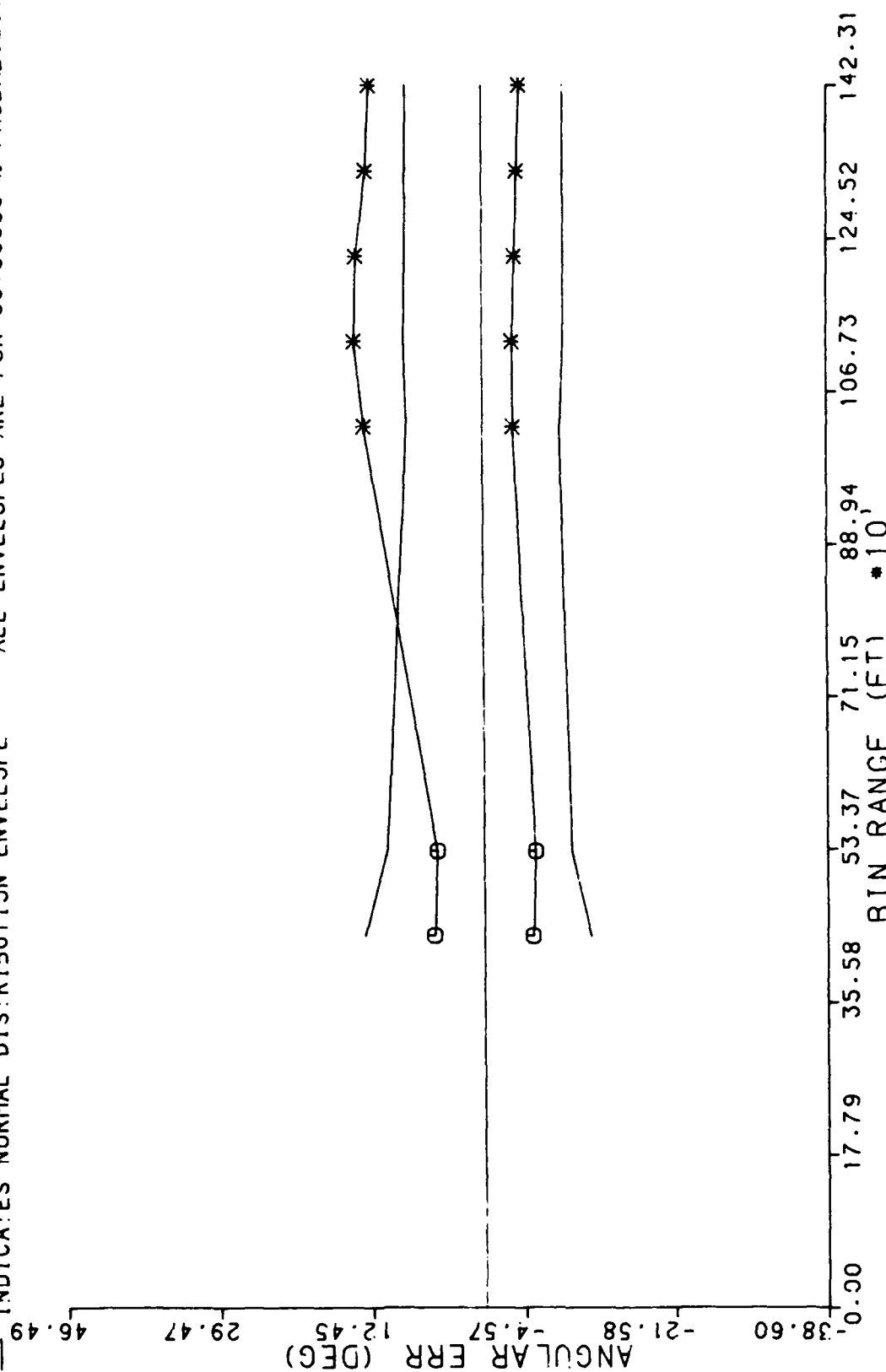
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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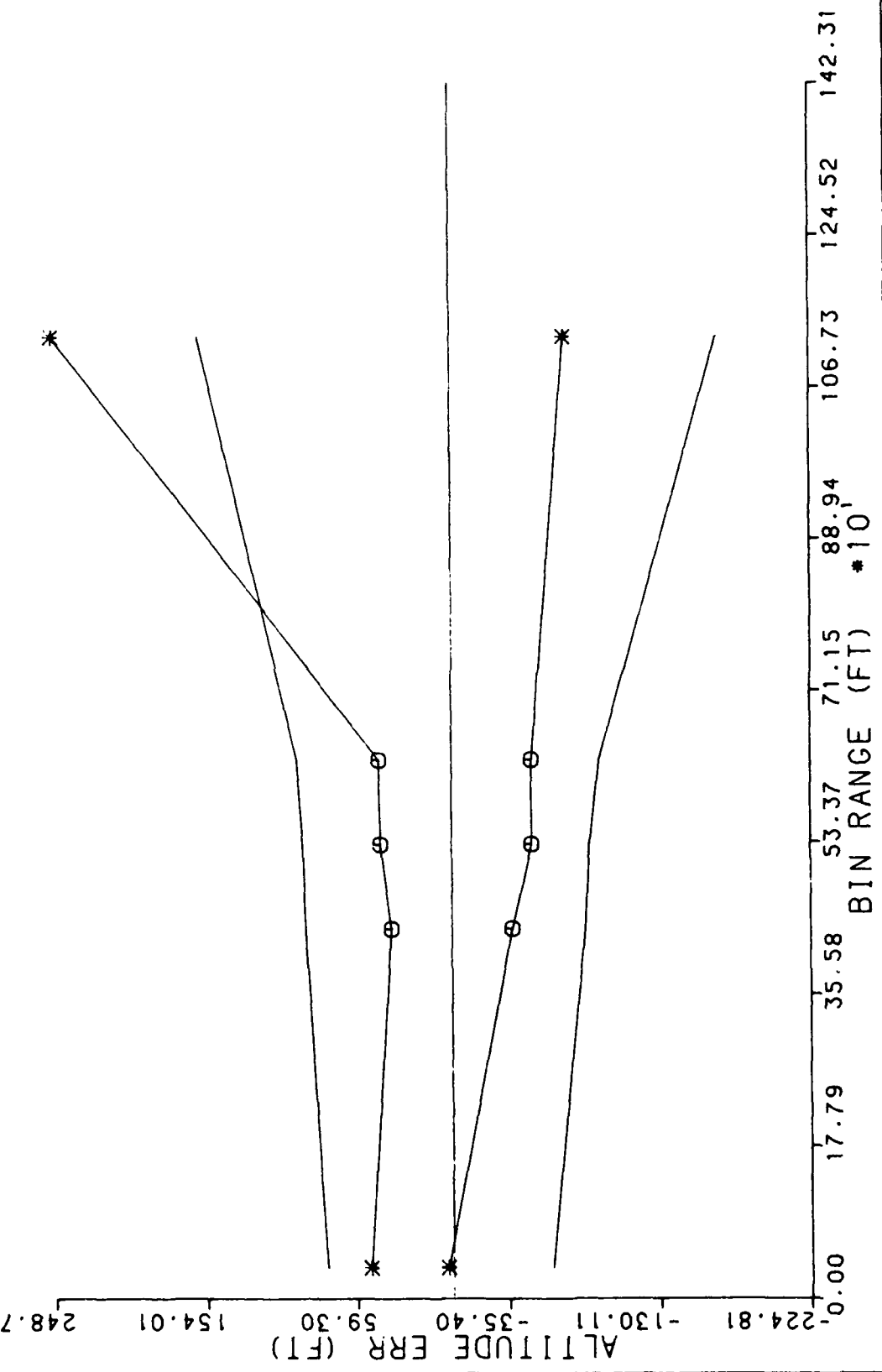
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 8 DEGREE CURVED APPROACHES  
 ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



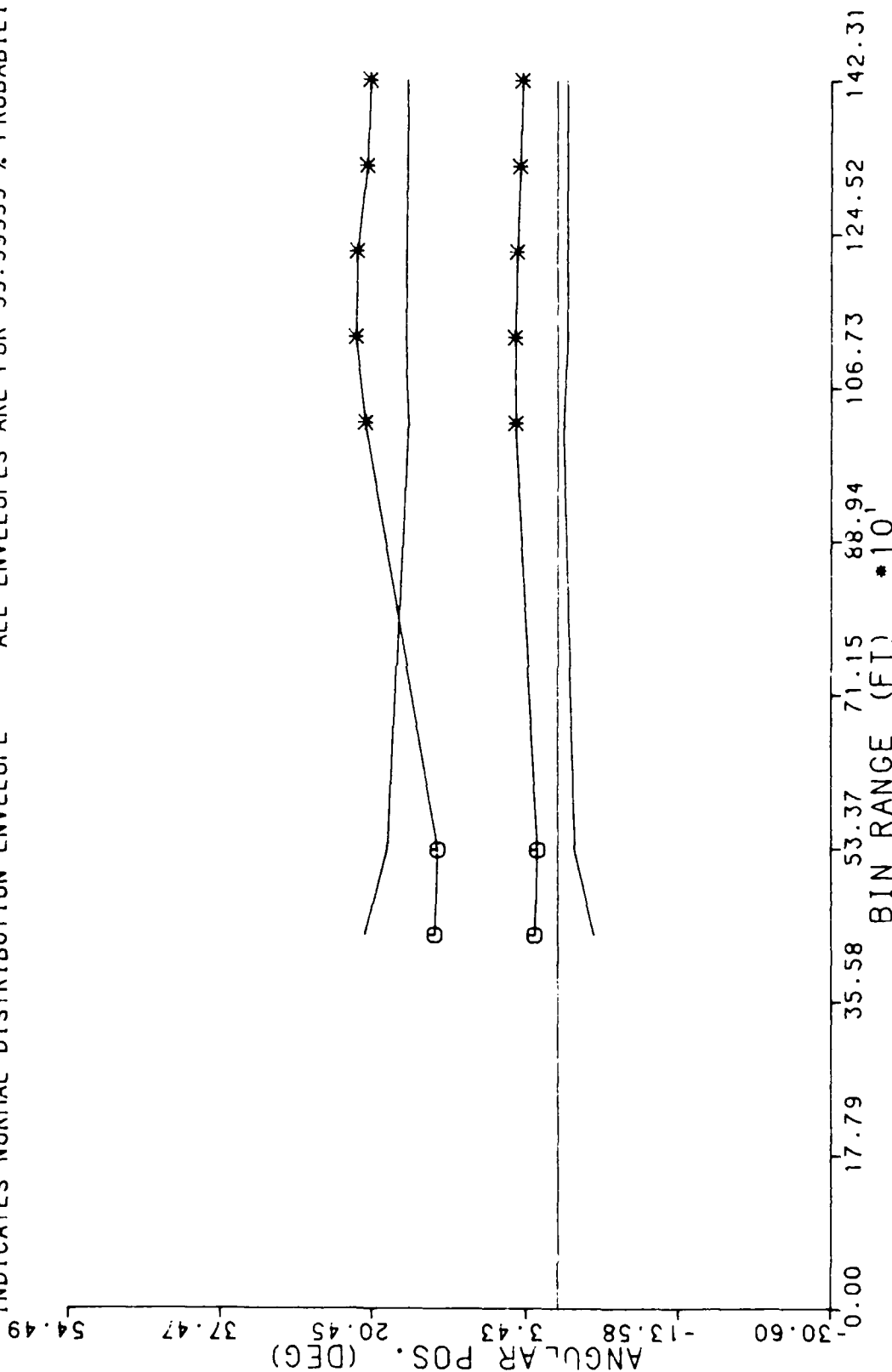


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
8 DEGREE CURVED APPROACHES

ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

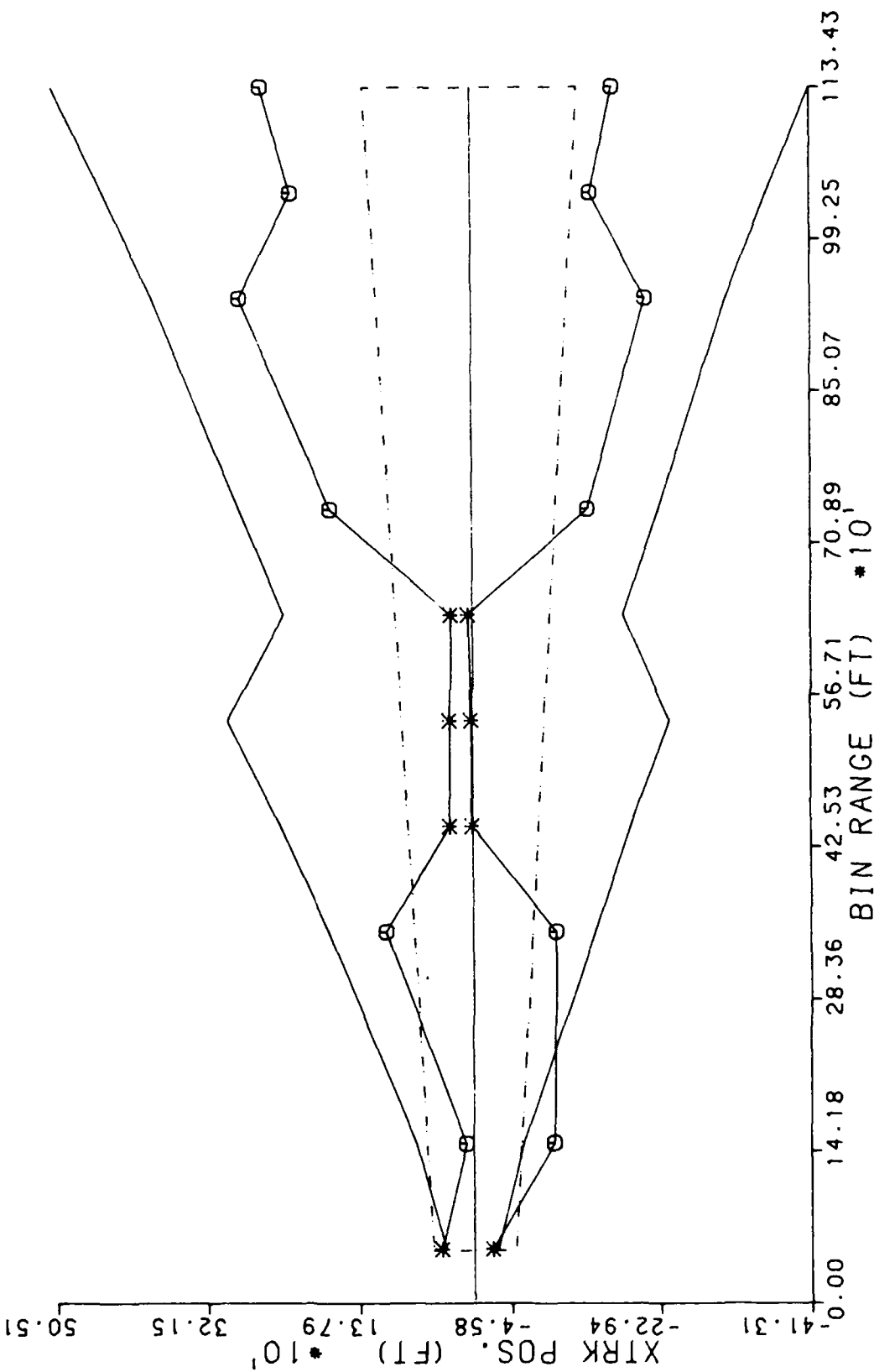
DATA PROCESSED BY FAA TECHNICAL CENTER  
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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE CURVED APPROACHES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
 \*INDICATES BETA DISTRIBUTION RANGE LIMIT \*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 --- INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

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# VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY

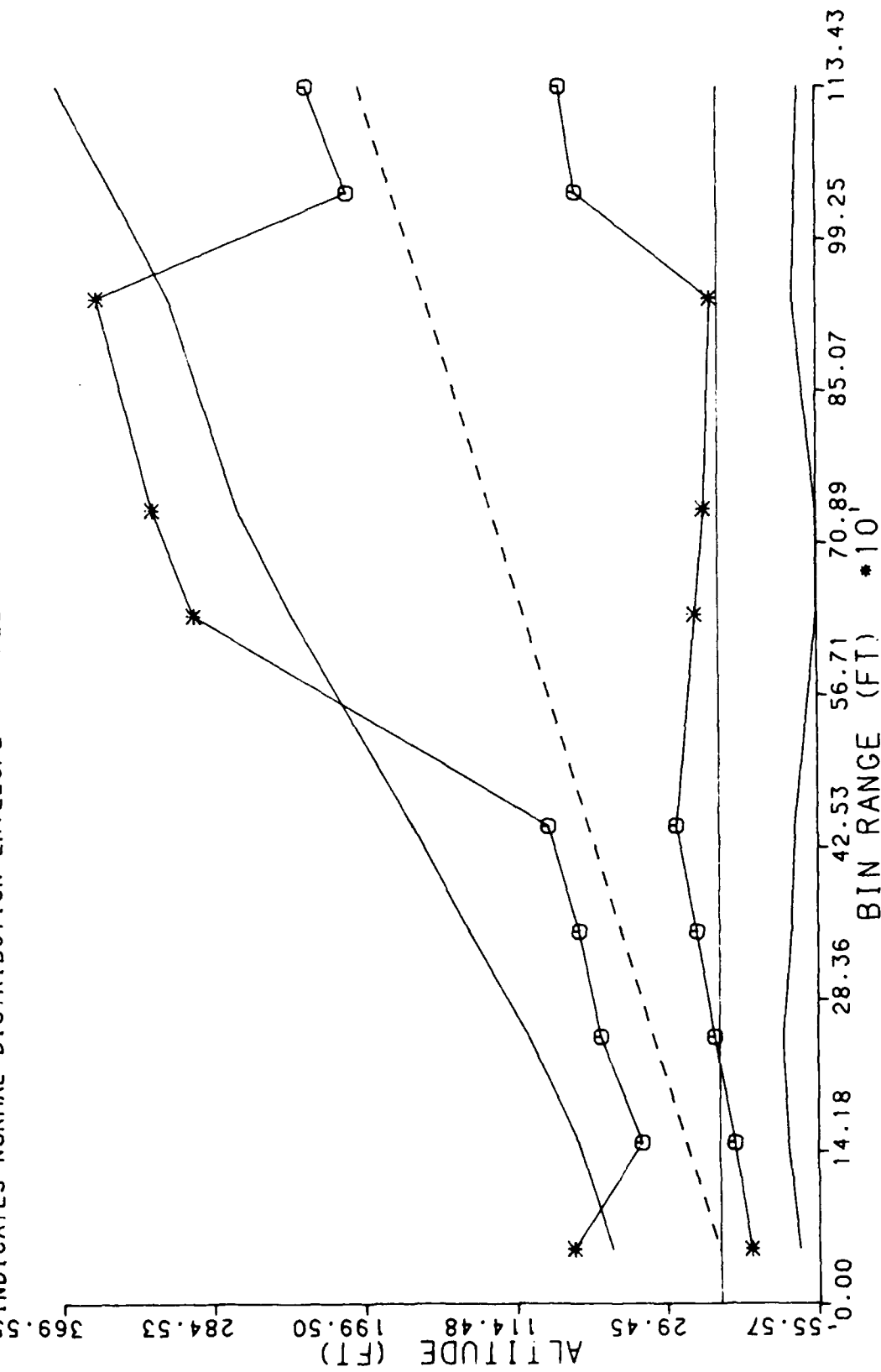
10 DEGREE CURVED APPROACHES

ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

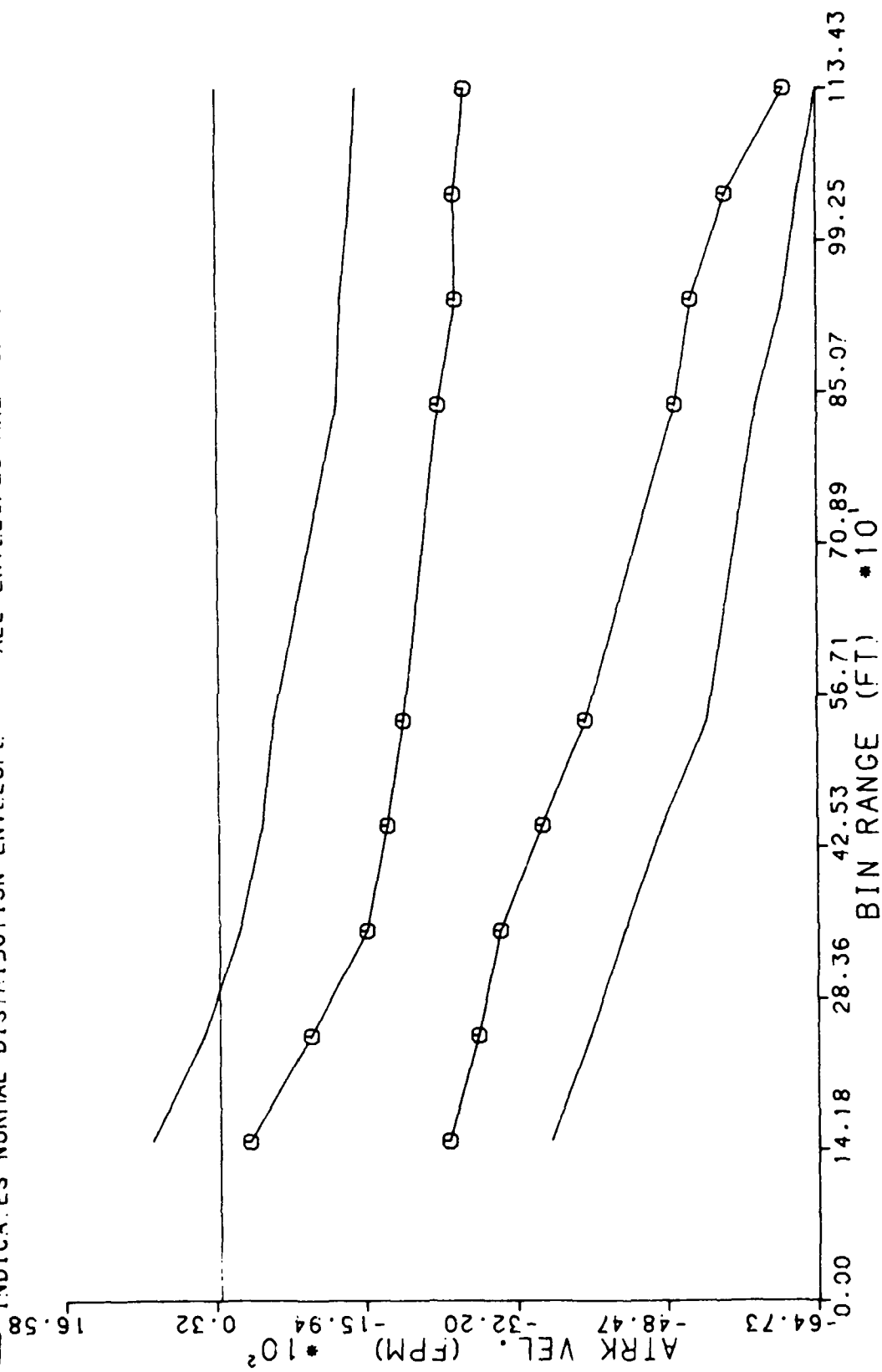
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE CURVED APPROACHES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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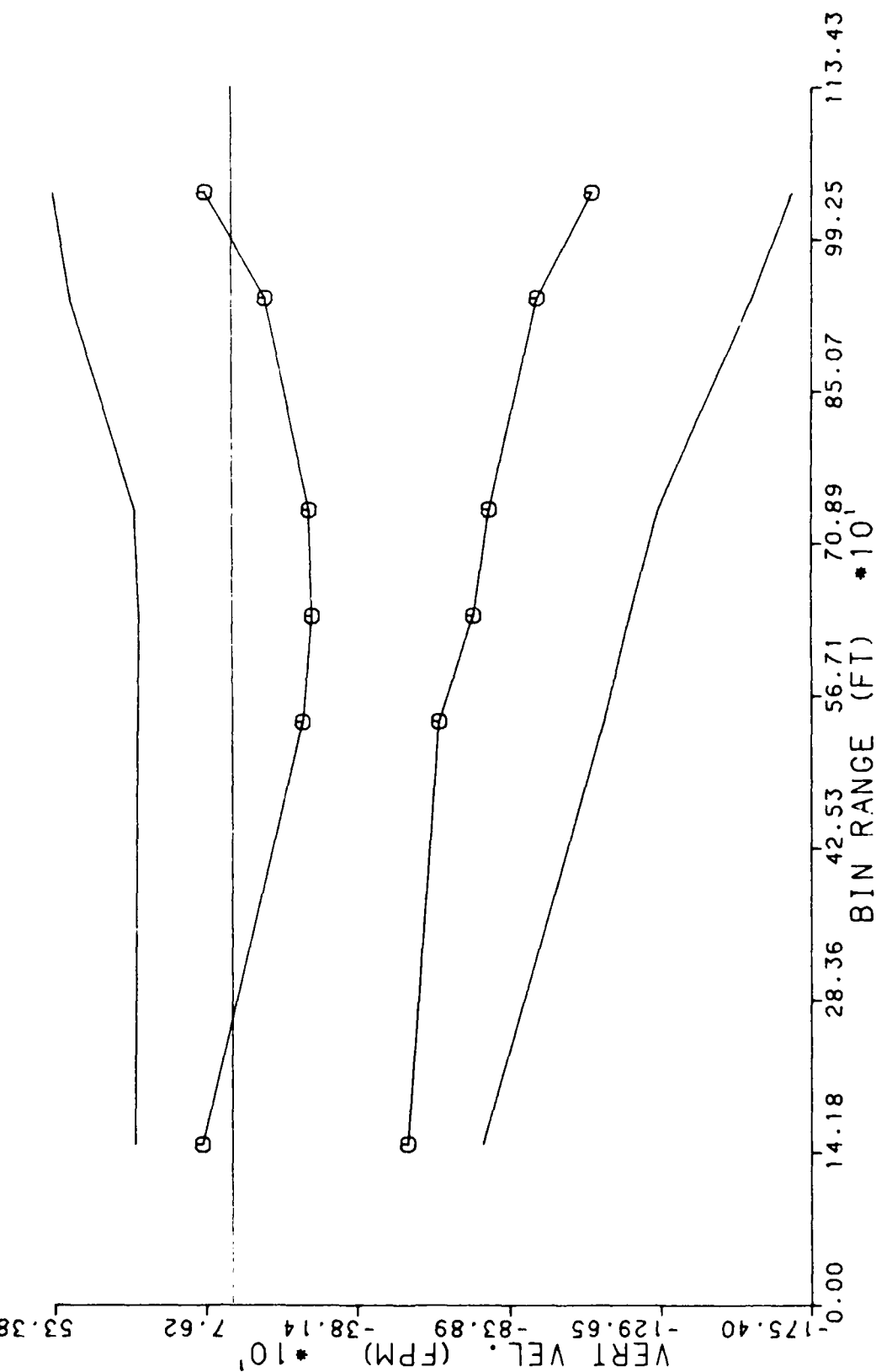
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE CURVED APPROACHES

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O INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE CURVED APPROACHES

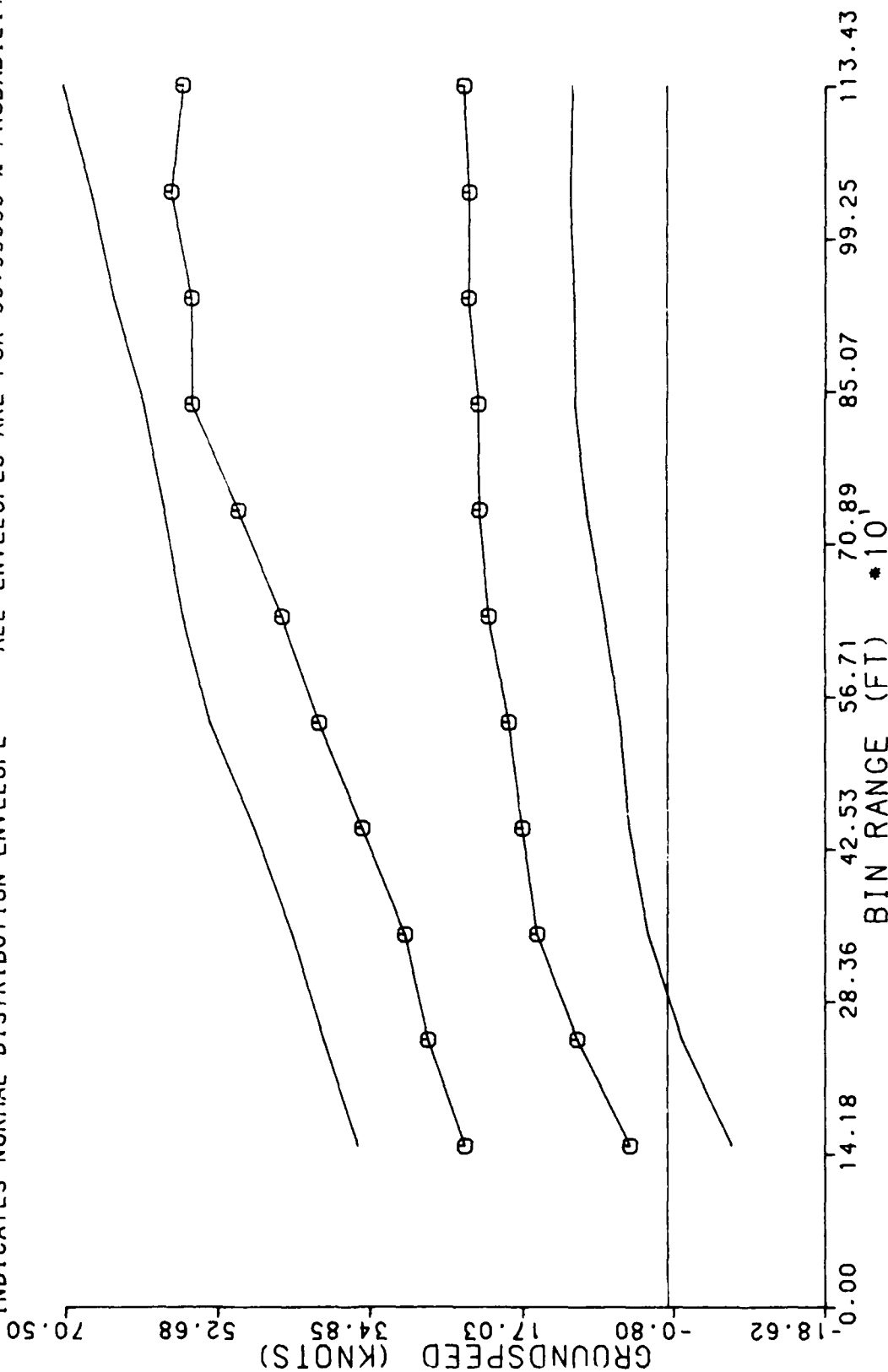
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)

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— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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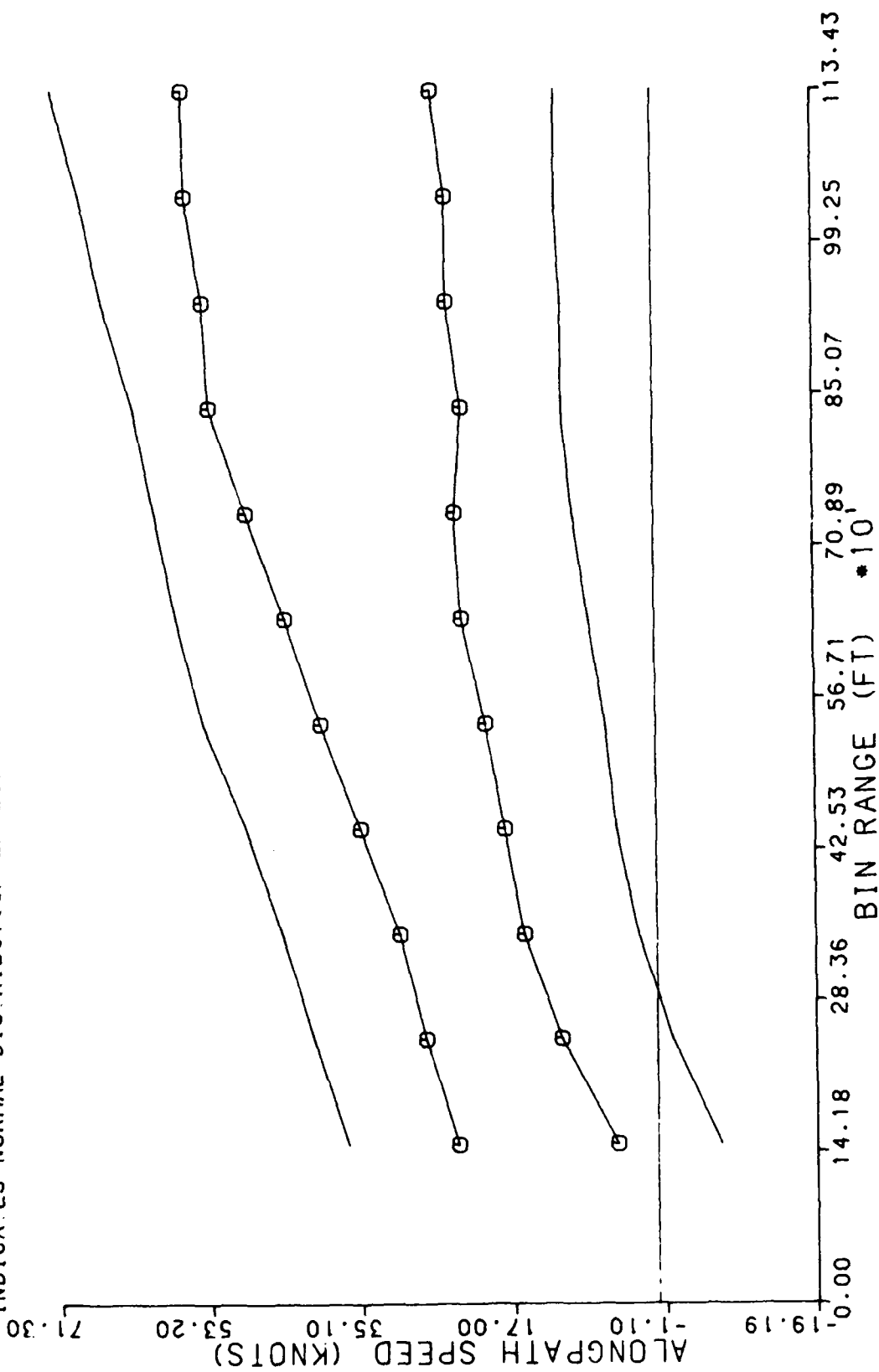
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE CURVED APPROACHES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

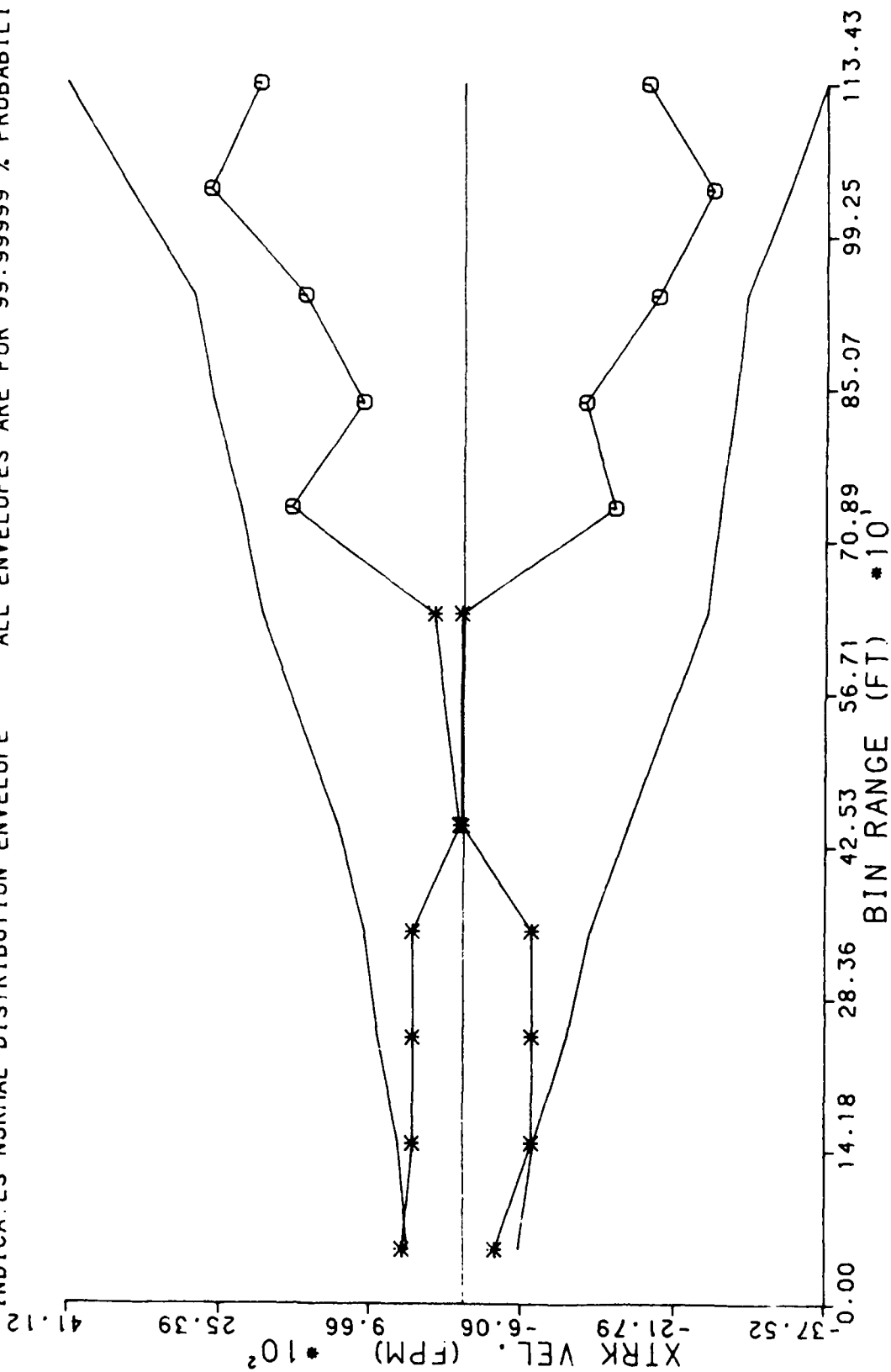
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE CURVED APPROACHES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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# VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY

10 DEGREE CURVED APPROACHES

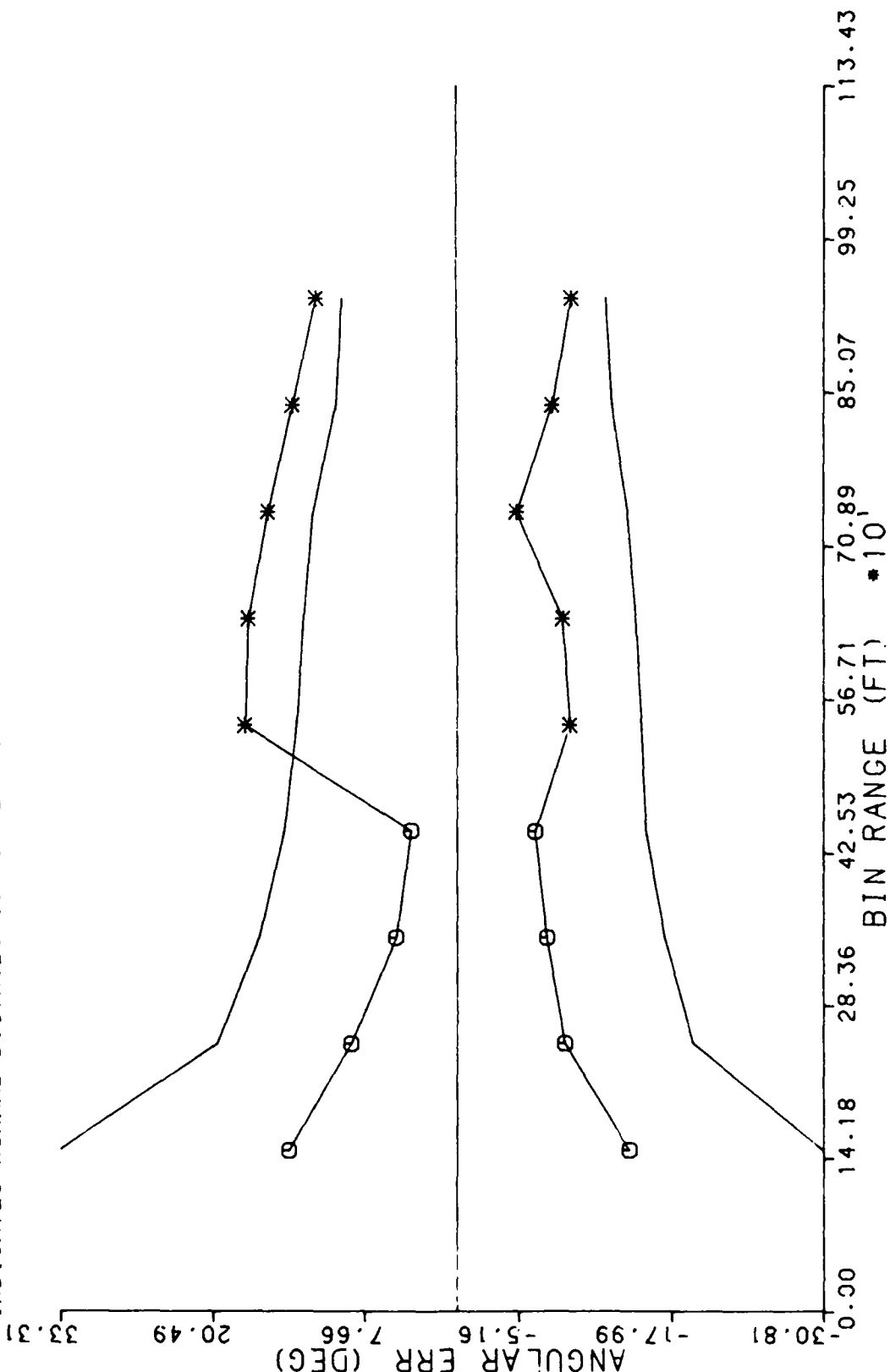
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE CURVED APPROACHES

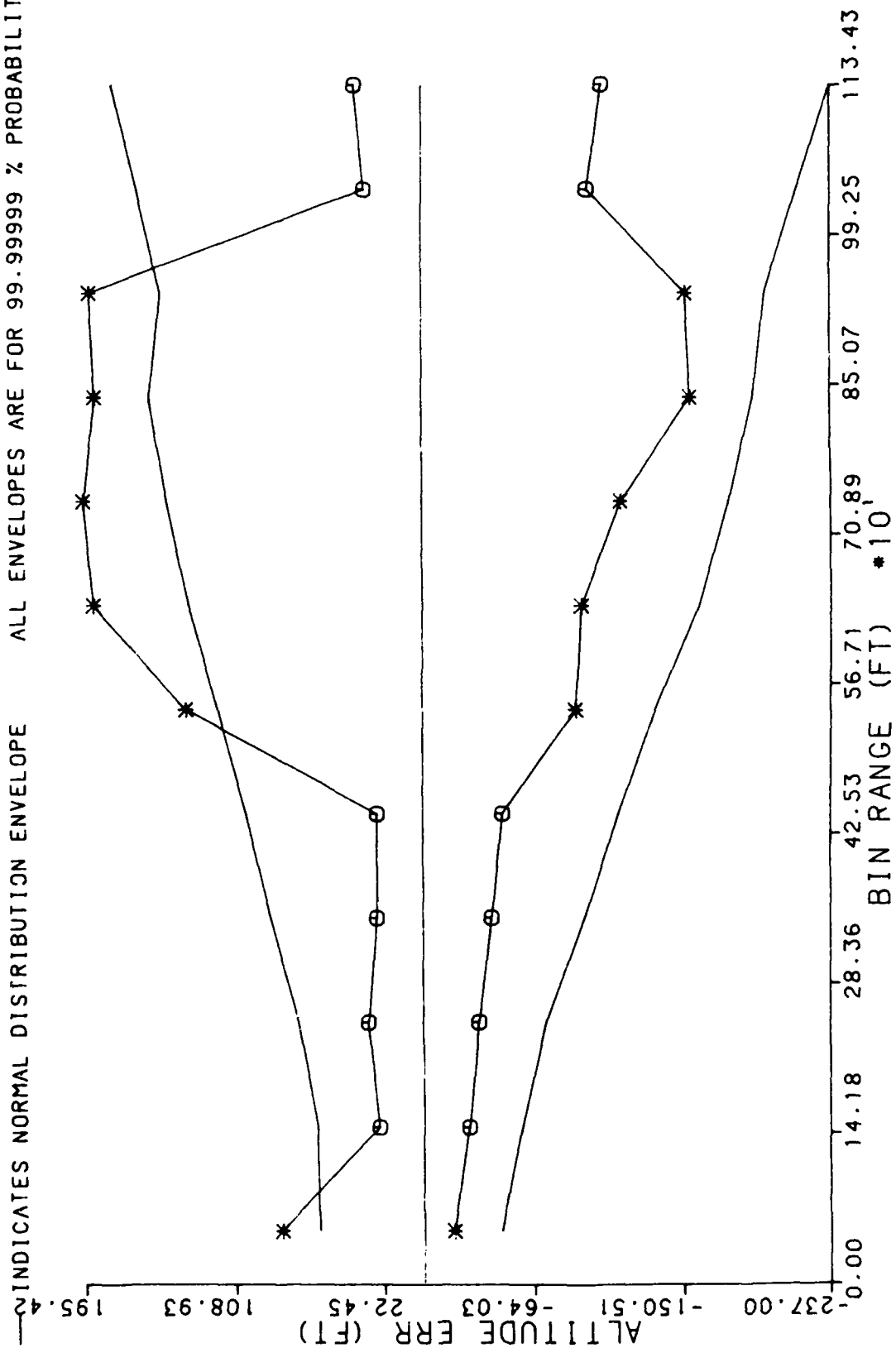
DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

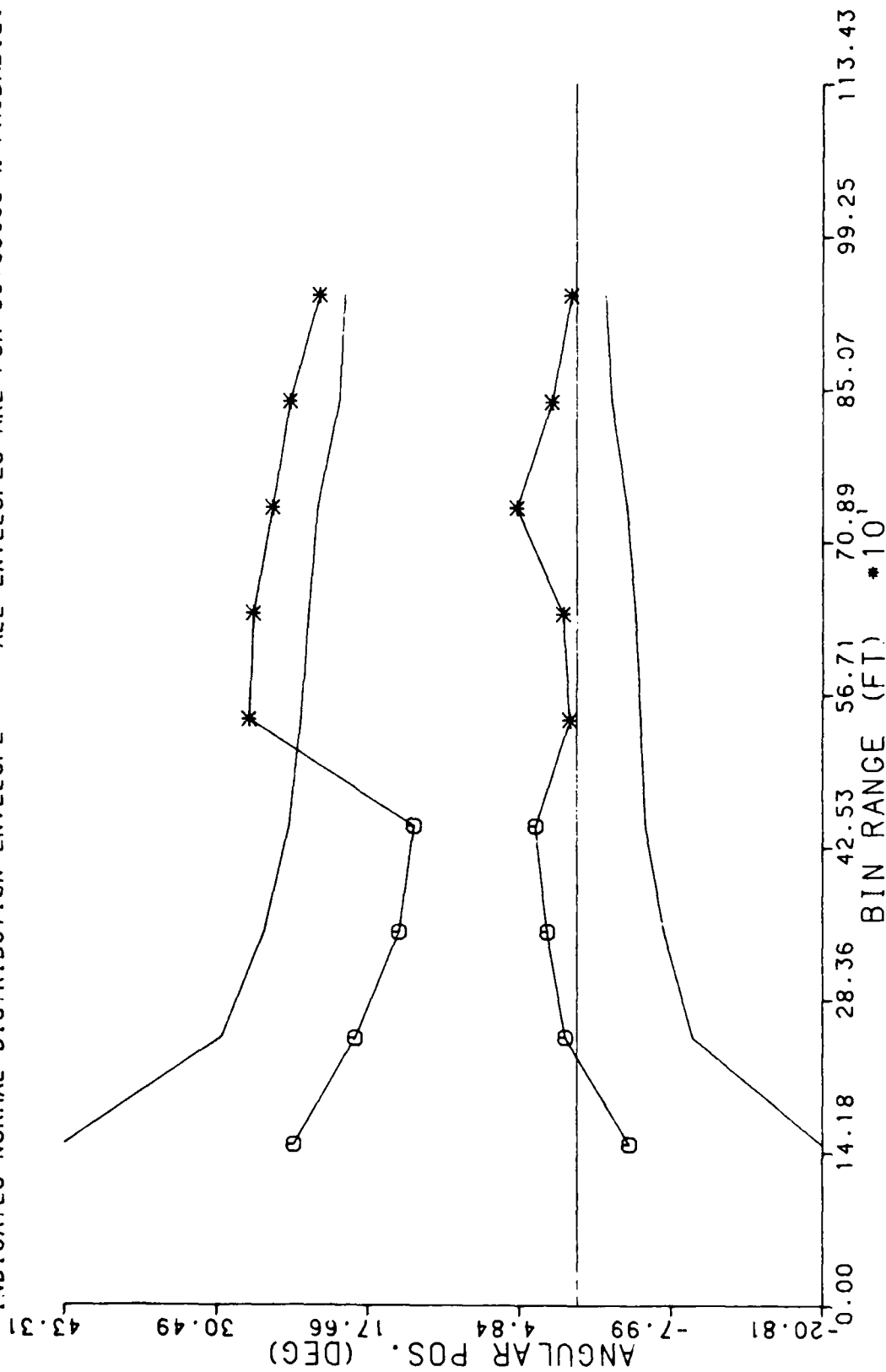
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE CURVED APPROACHES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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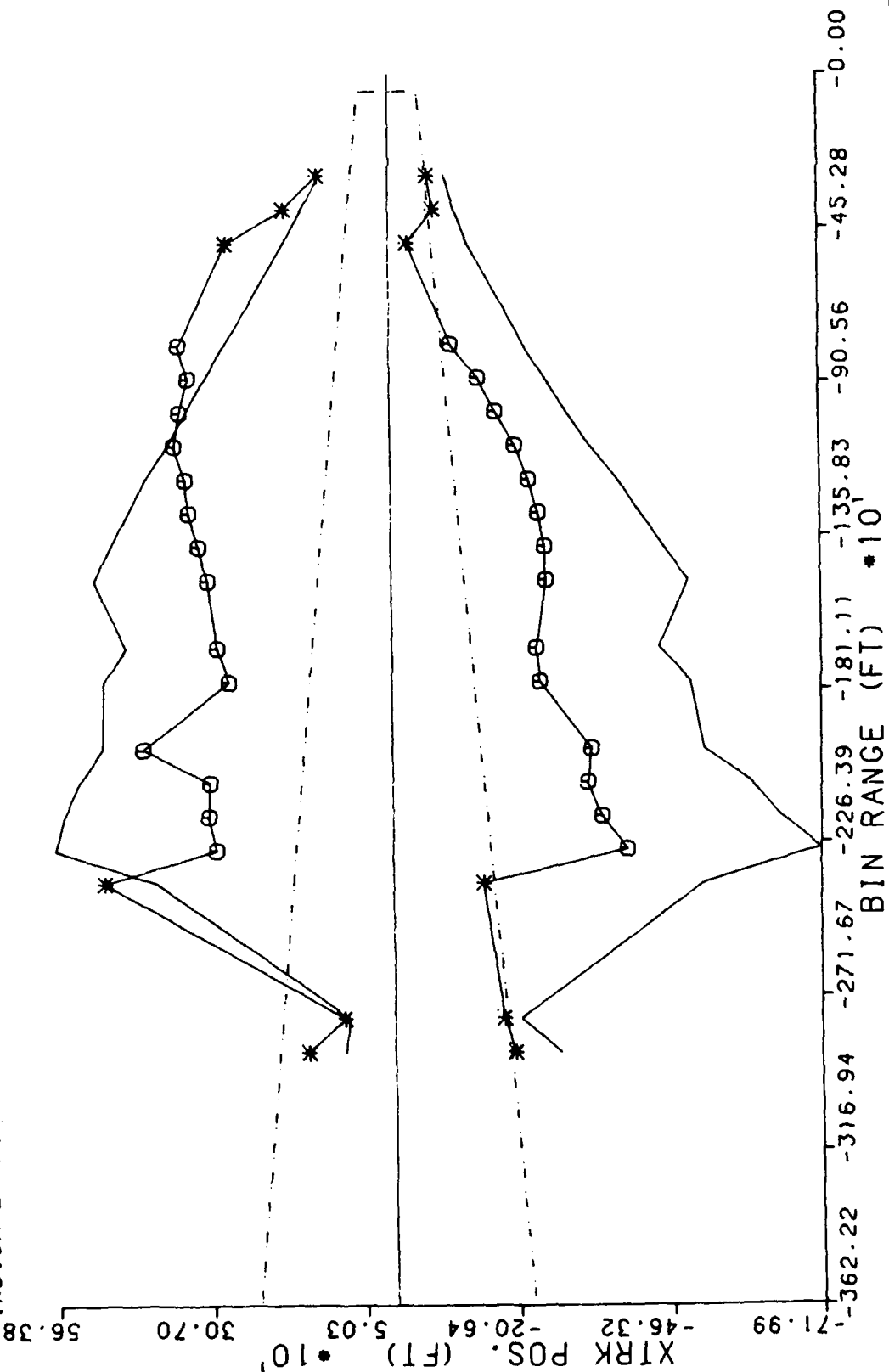
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY 7 DEGREE STRAIGHT DEPARTURES

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
O INDICATES BETA DISTRIBUTION RANGE LIMIT \*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY

7 DEGREE STRAIGHT DEPARTURES

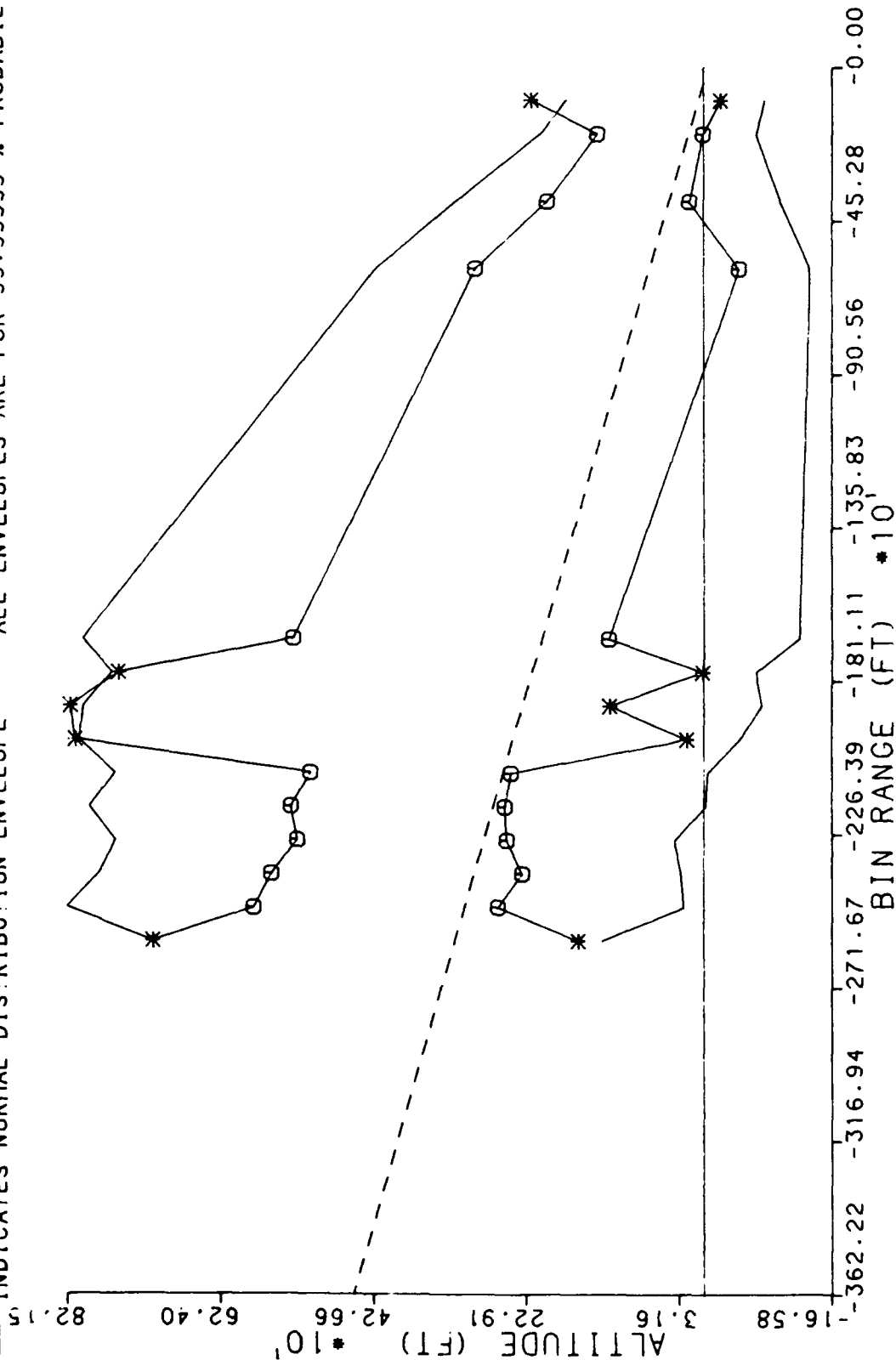
ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08405

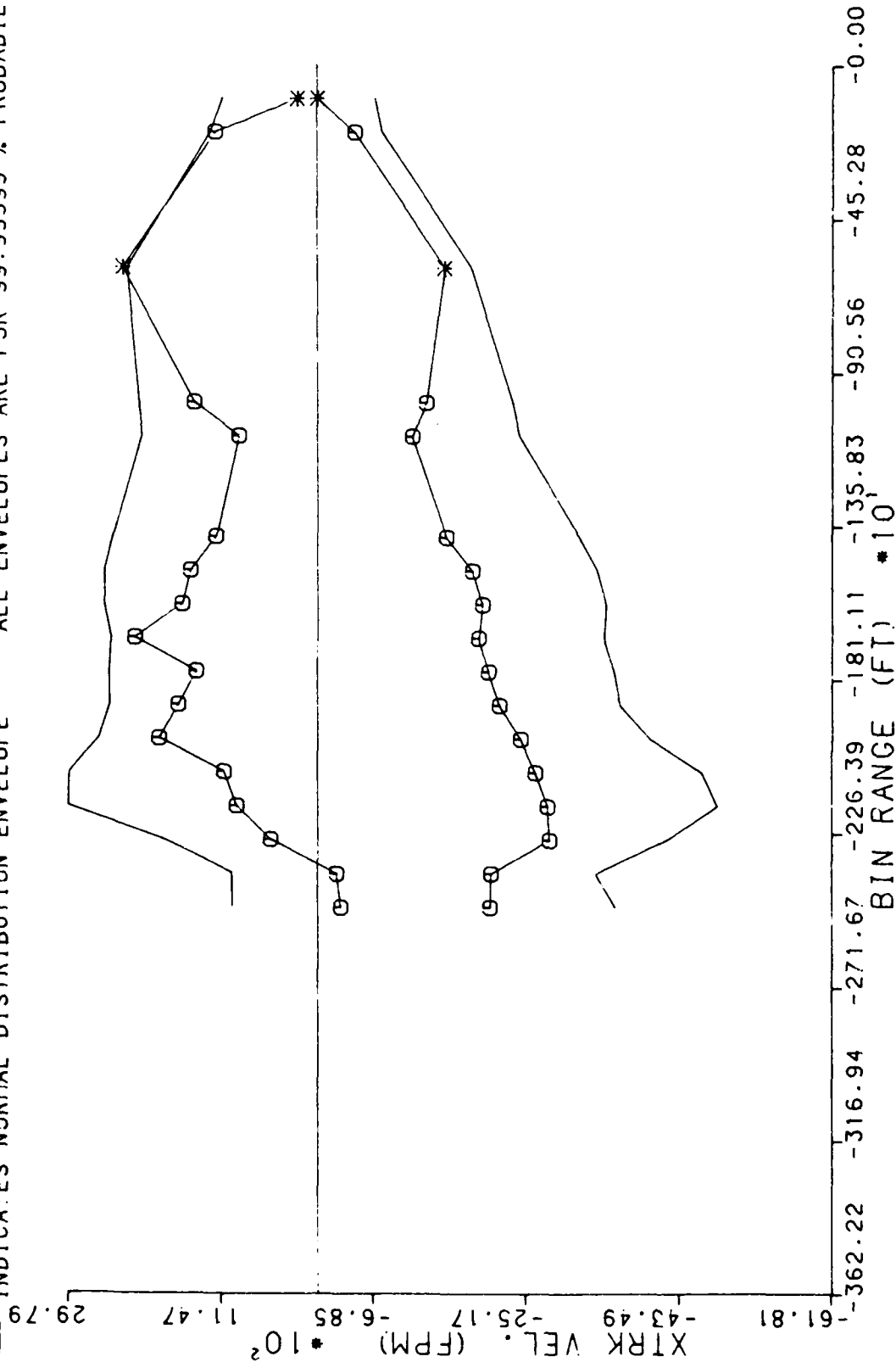
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 7 DEGREE STRAIGHT DEPARTURES  
 CROSS-TRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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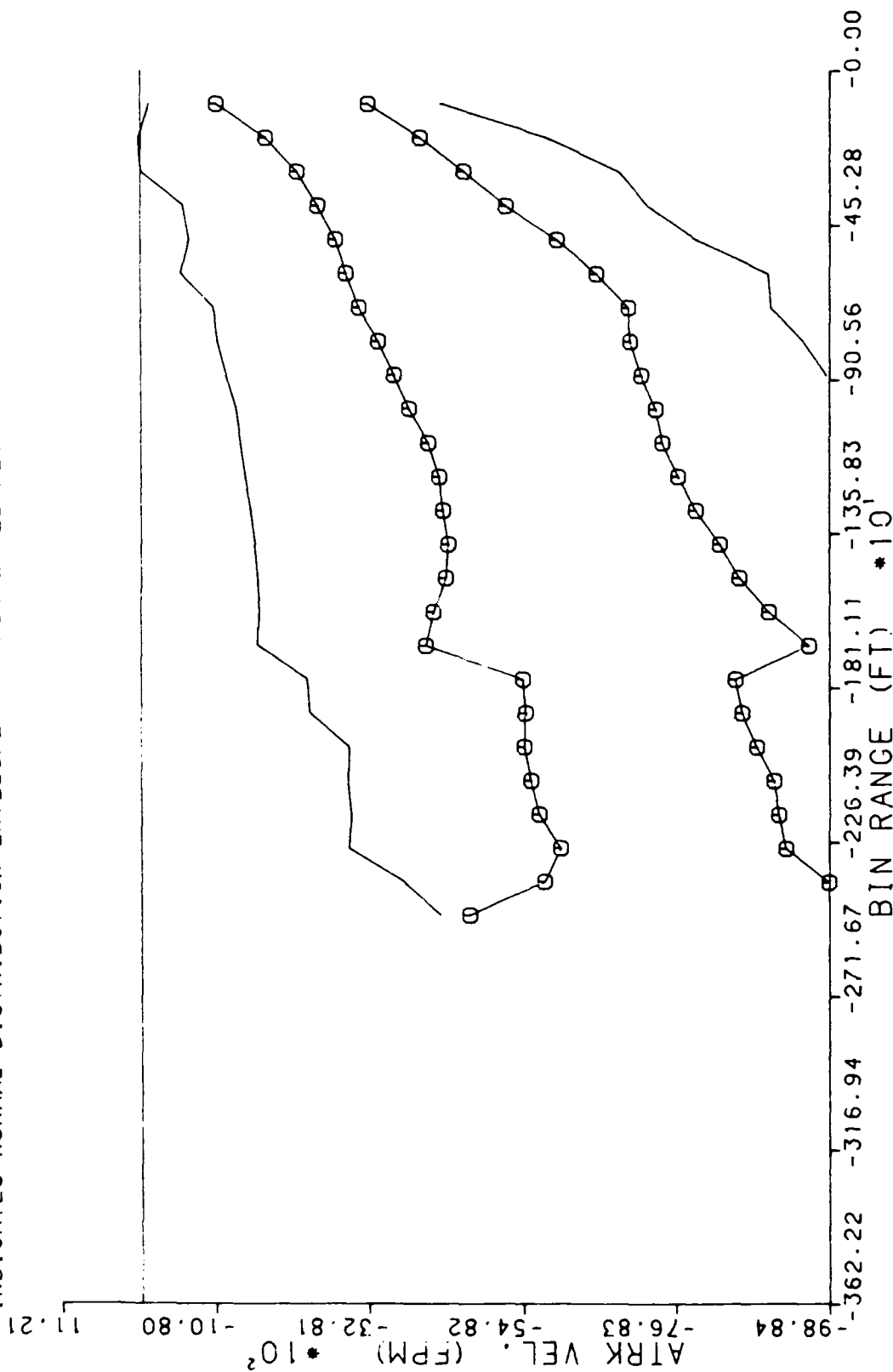
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 7 DEGREE STRAIGHT DEPARTURES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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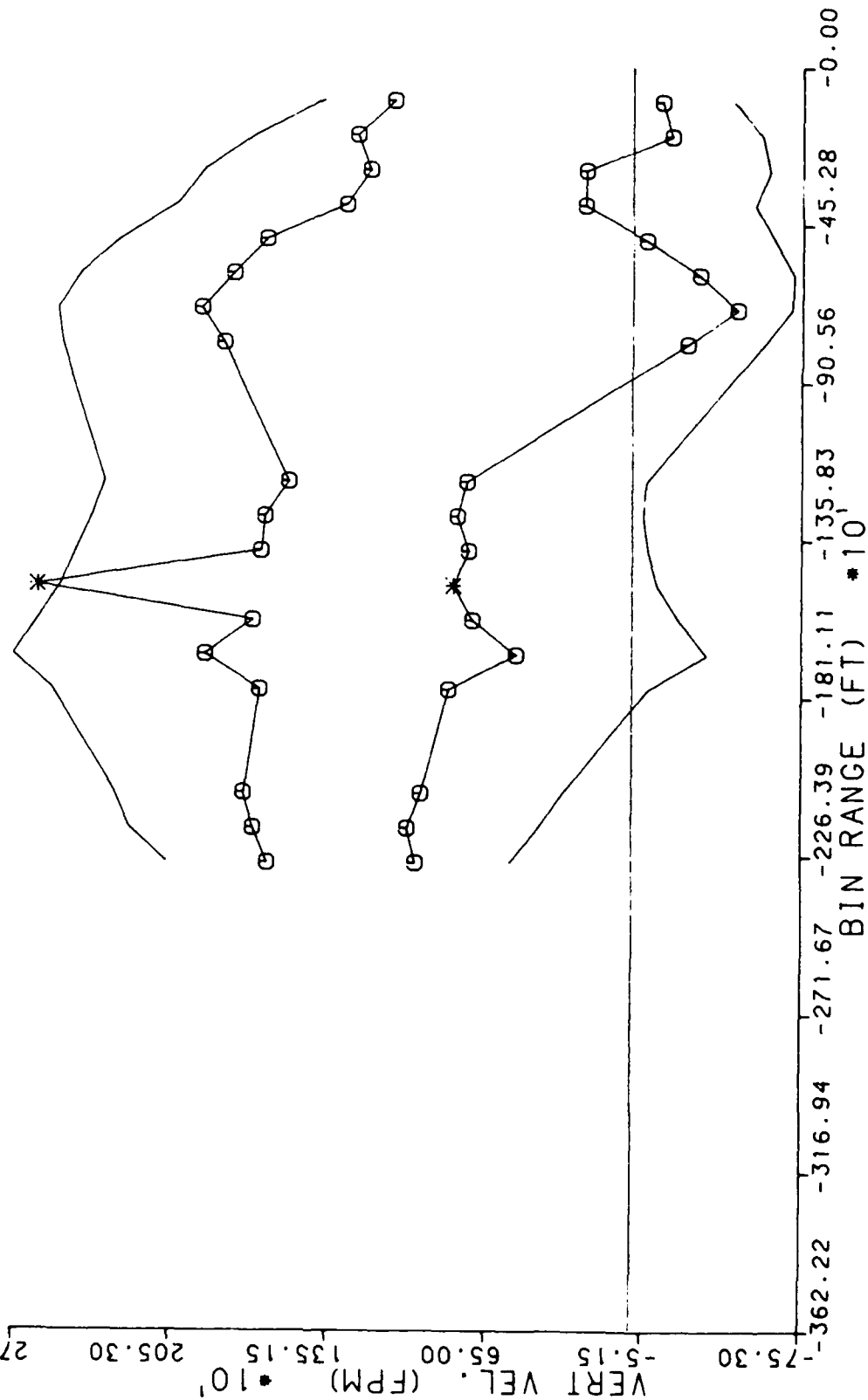
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 7 DEGREE STRAIGHT DEPARTURES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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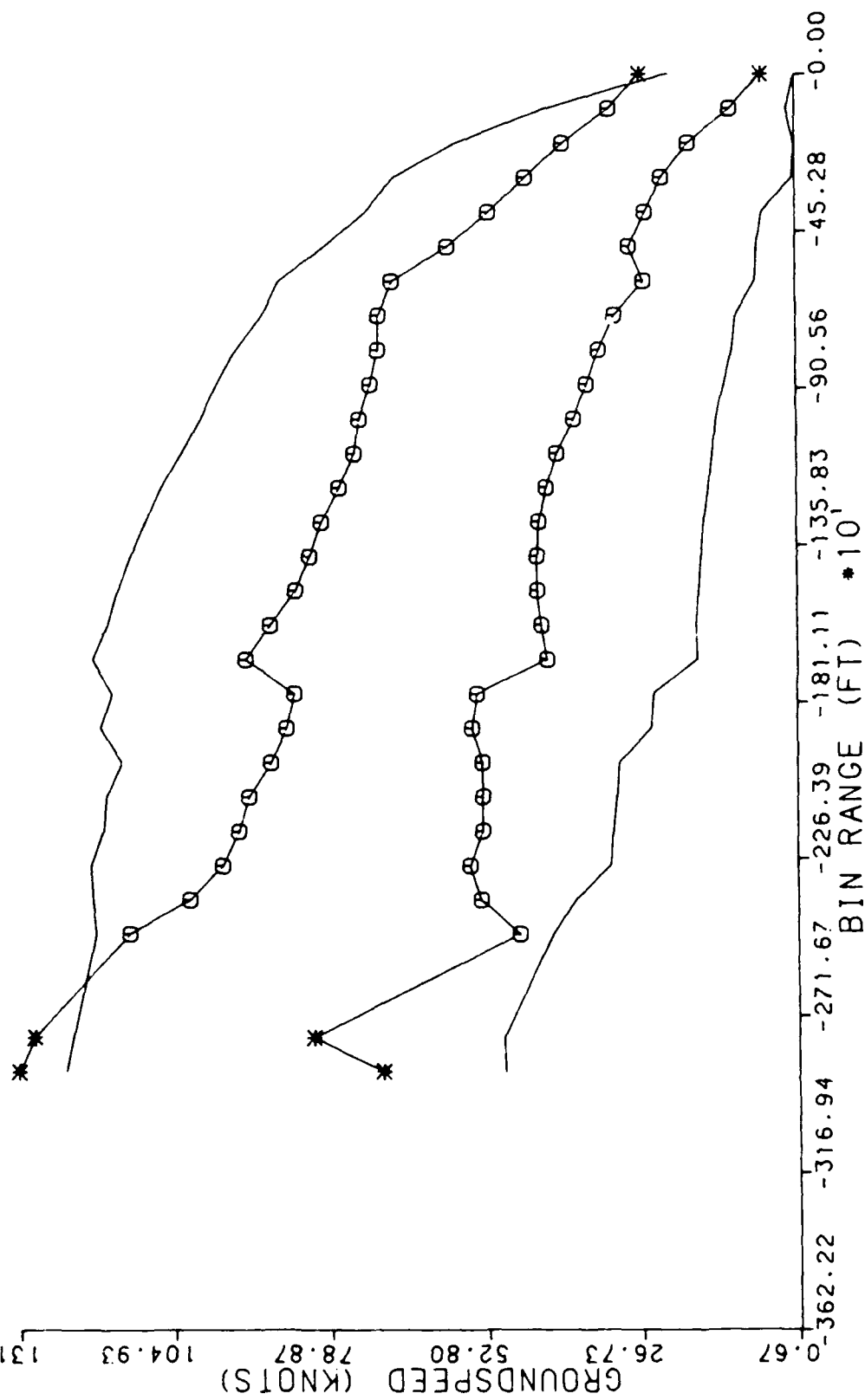




VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 7 DEGREE STRAIGHT DEPARTURES  
 GROUND SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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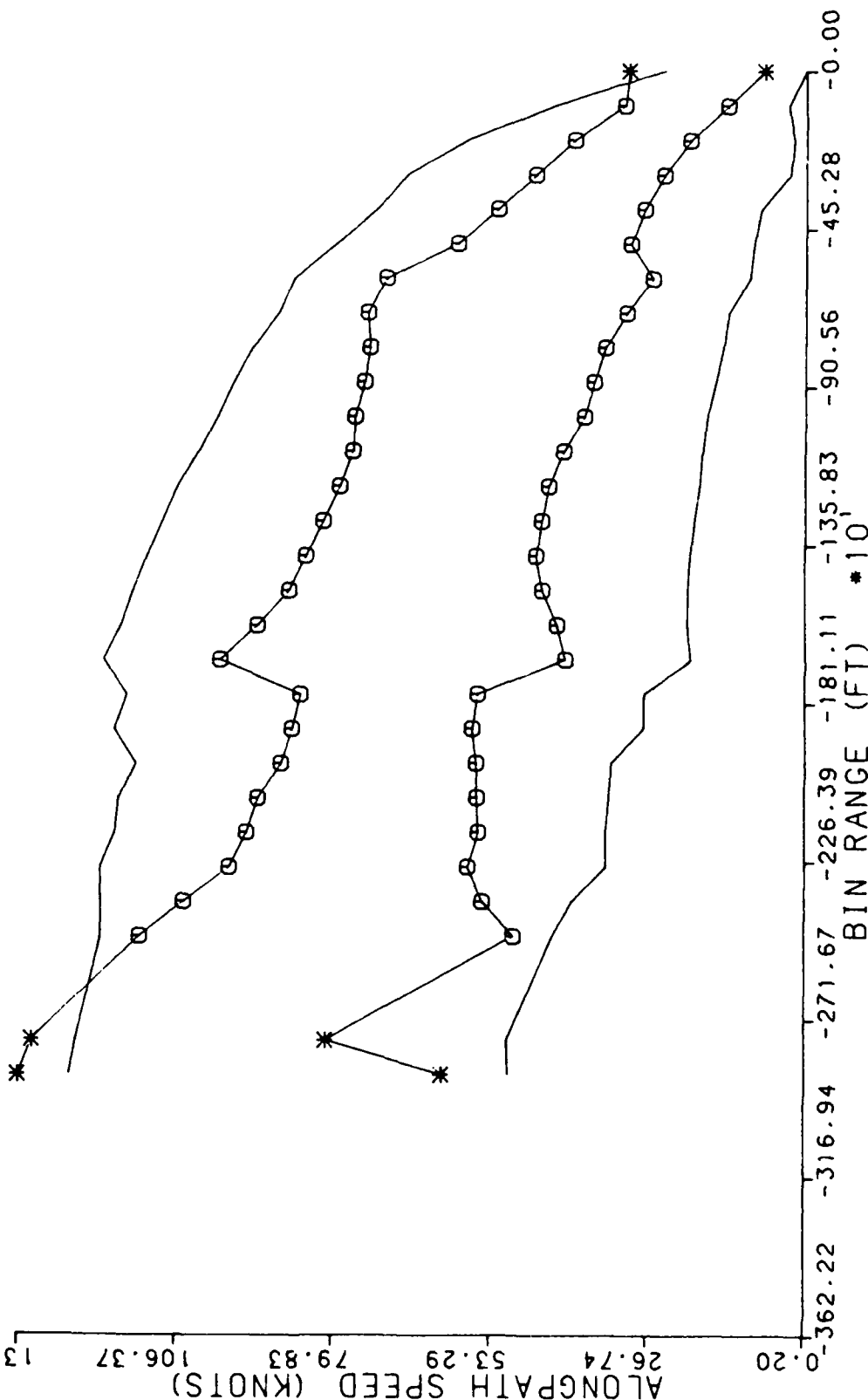


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES

ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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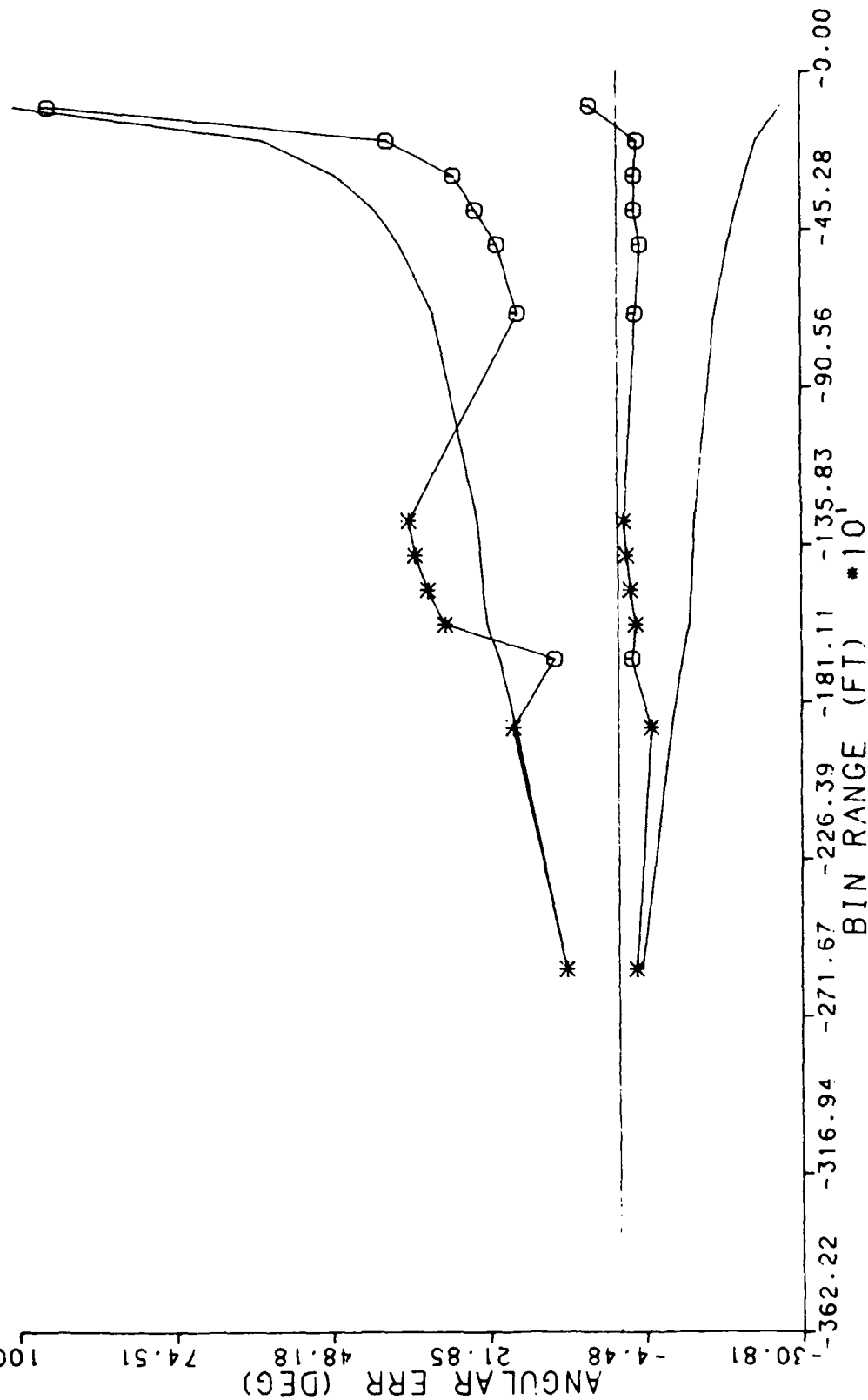


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES

ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES

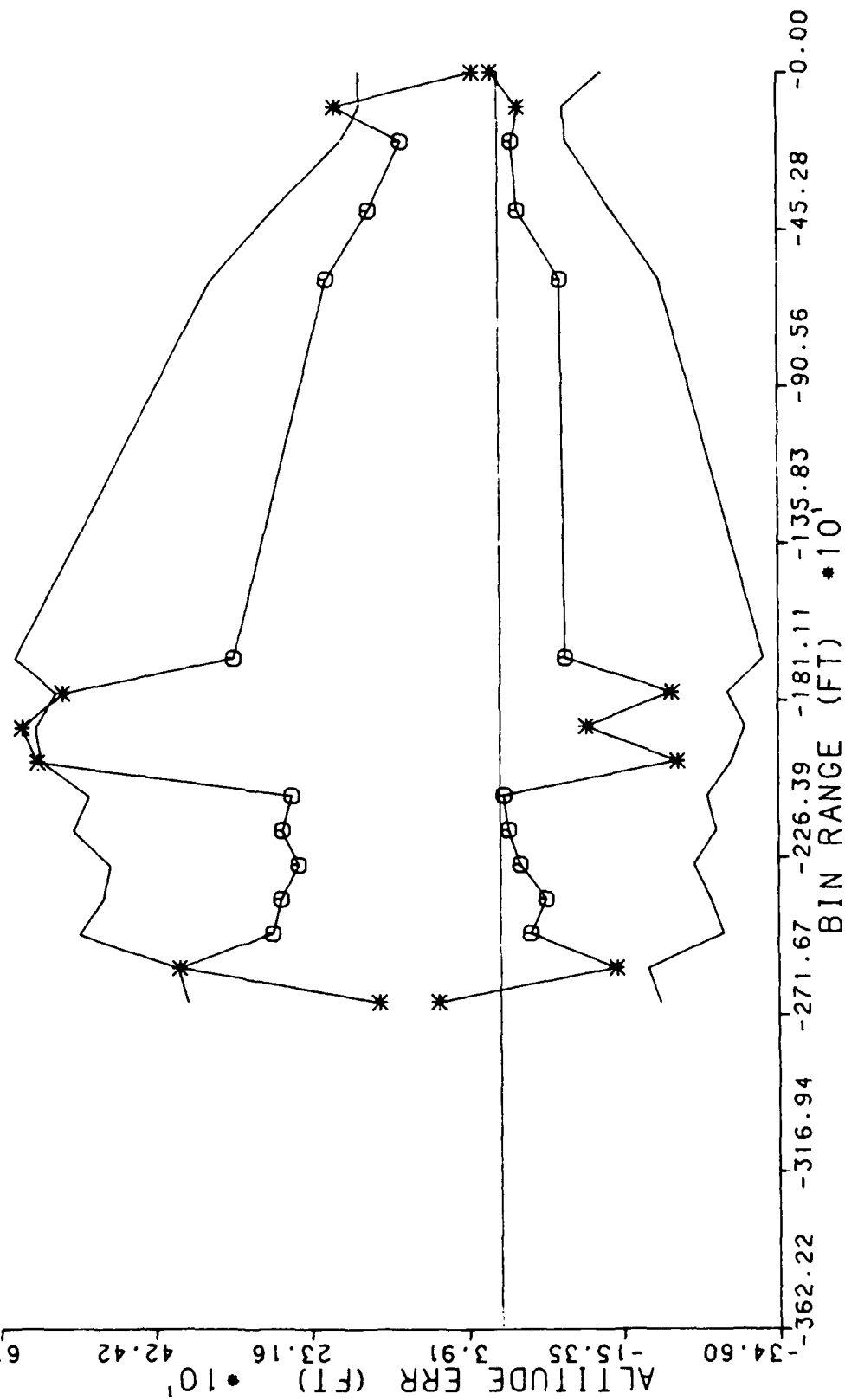
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

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— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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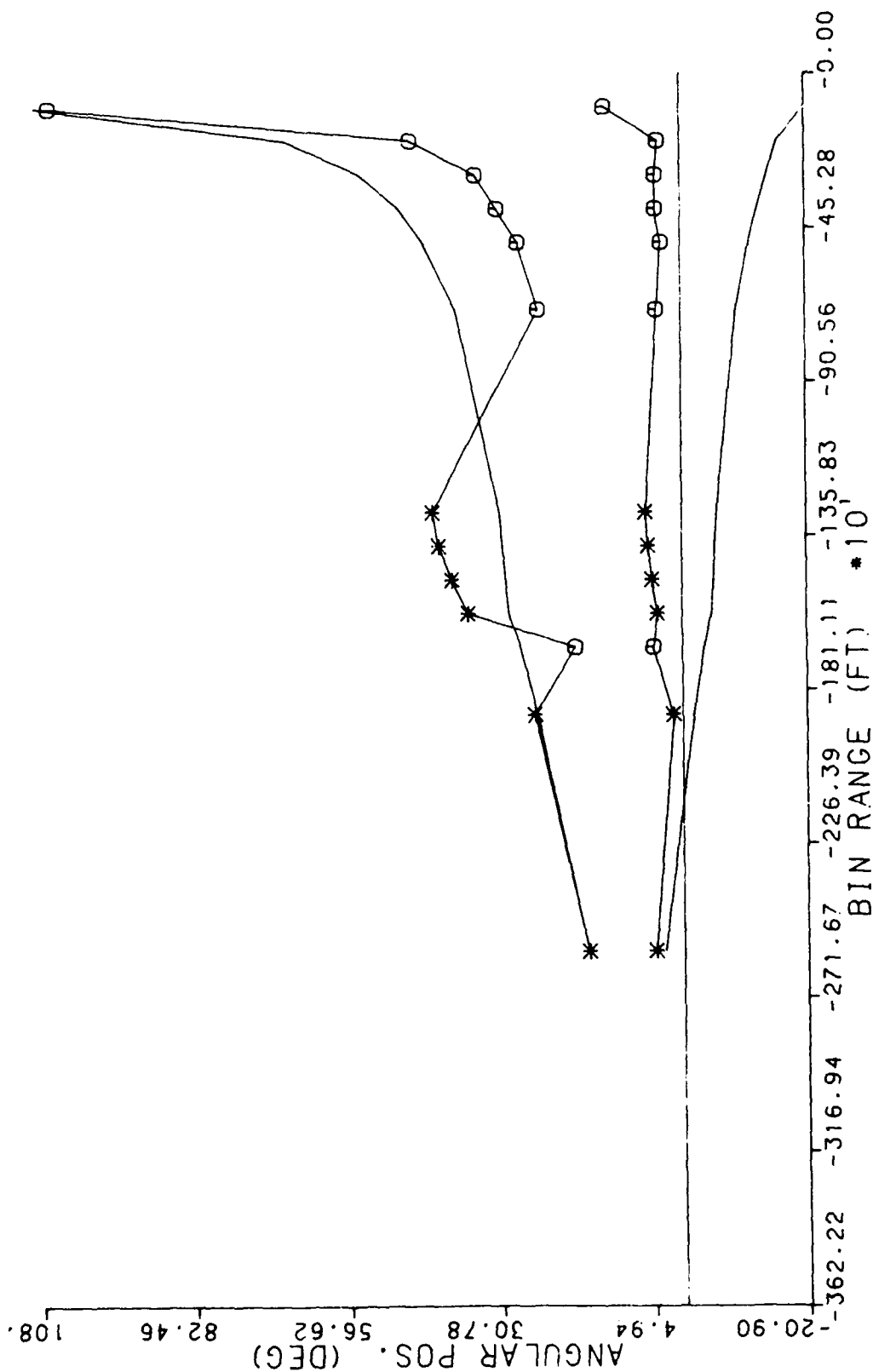
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 7 DEGREE STRAIGHT DEPARTURES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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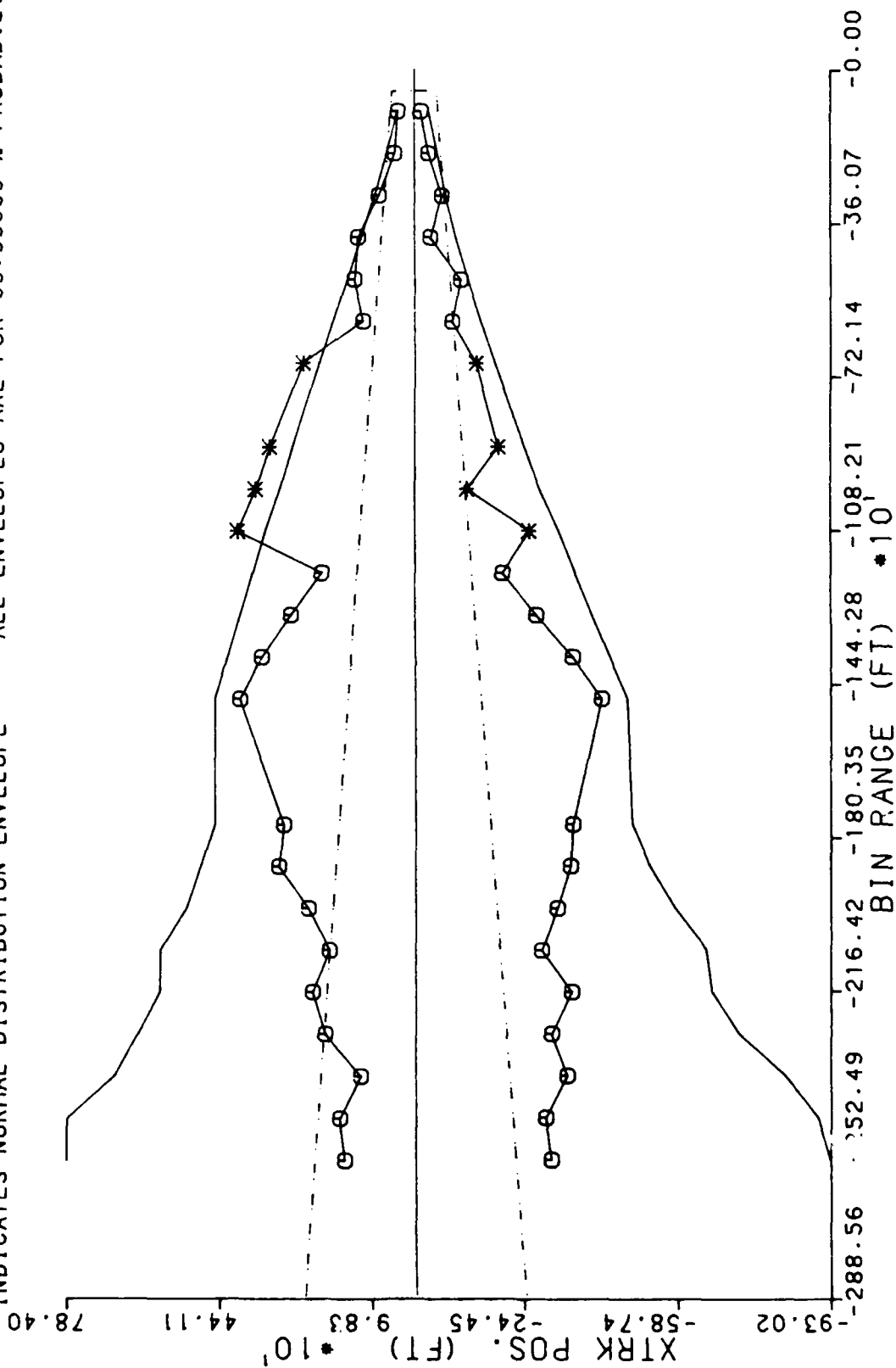
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE STRAIGHT DEPARTURES

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

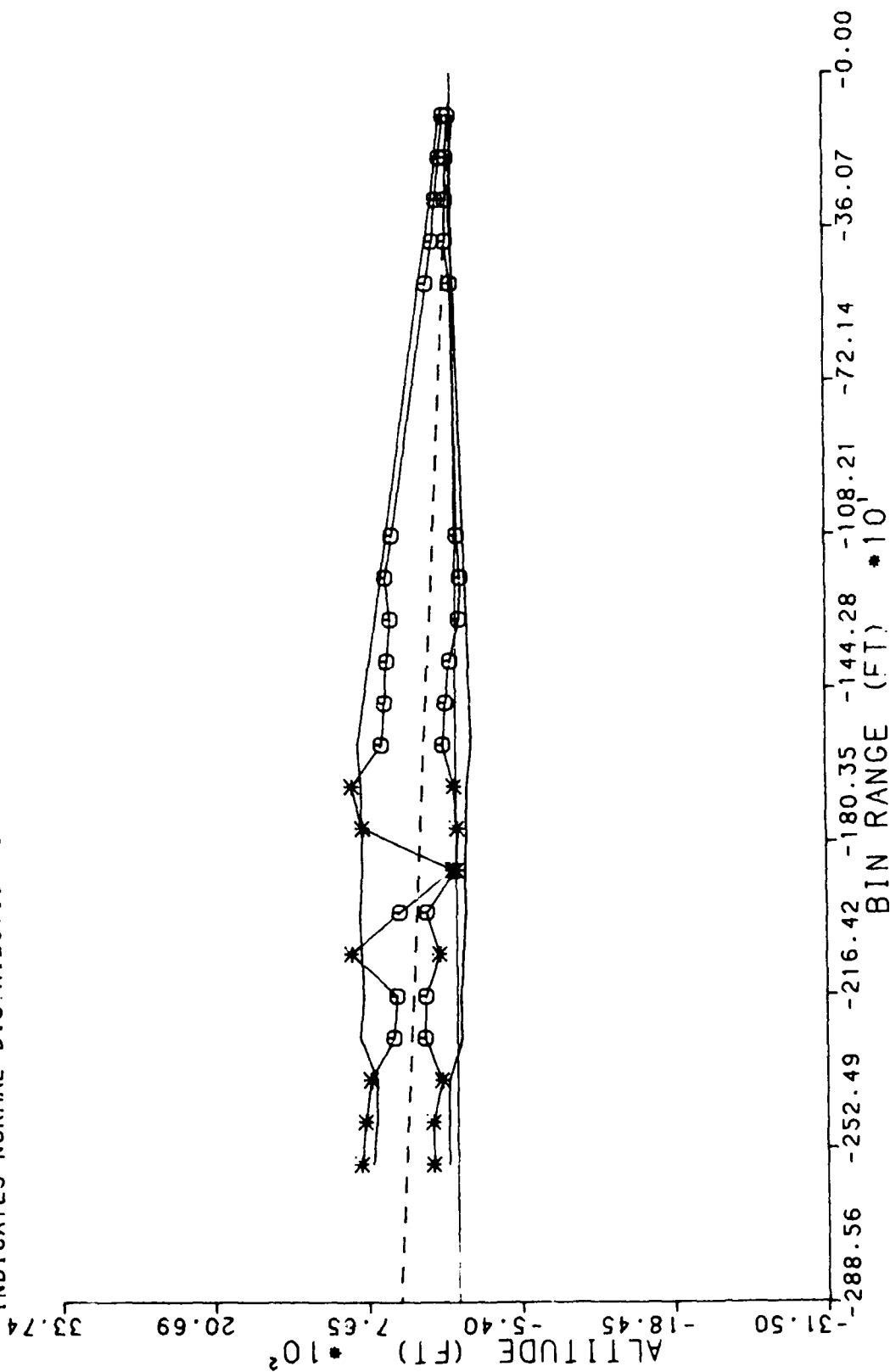
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
O INDICATES BETA DISTRIBUTION RANGE LIMIT \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
-- INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES  
 ALTITUDE (FT) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

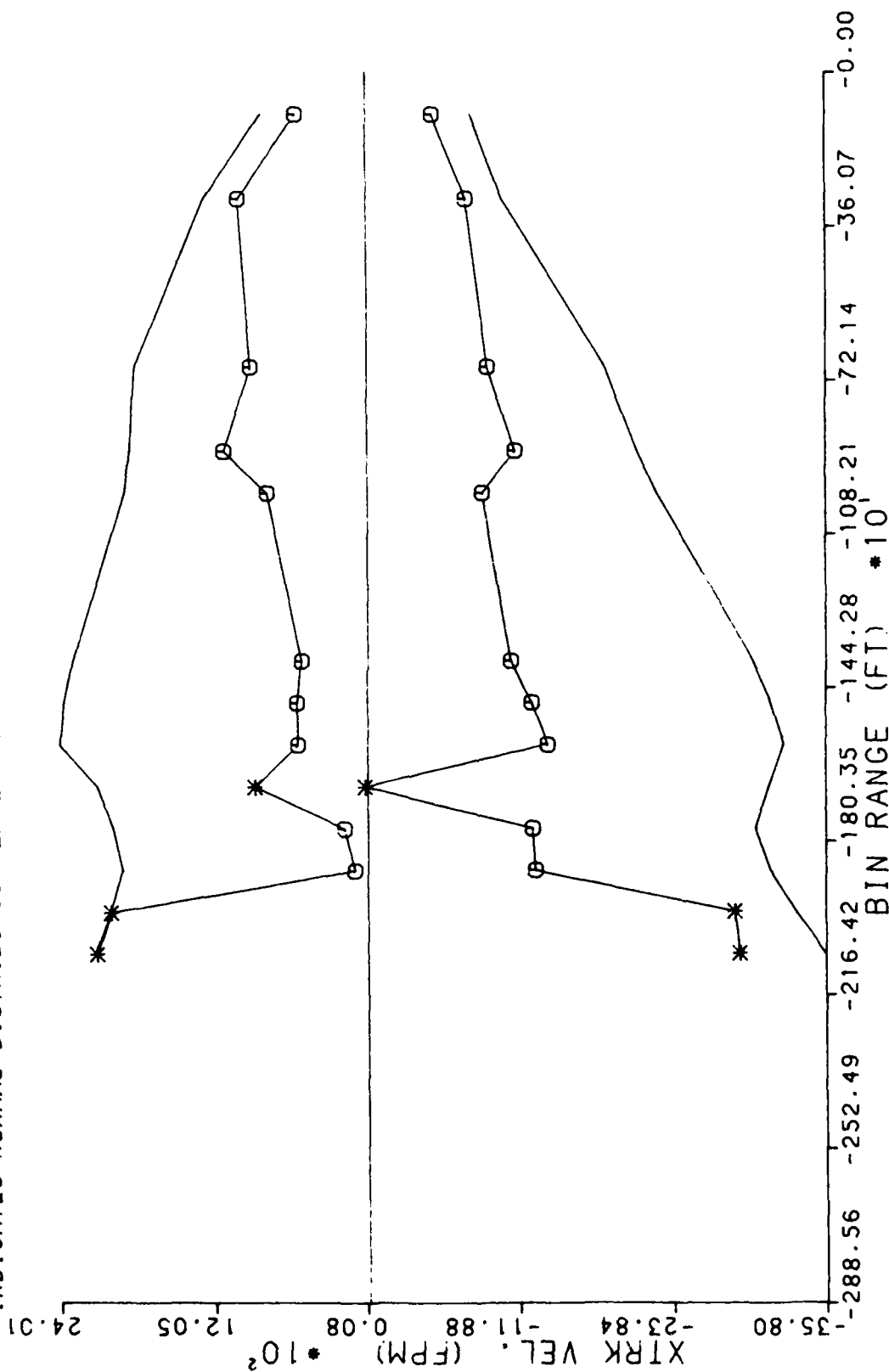
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
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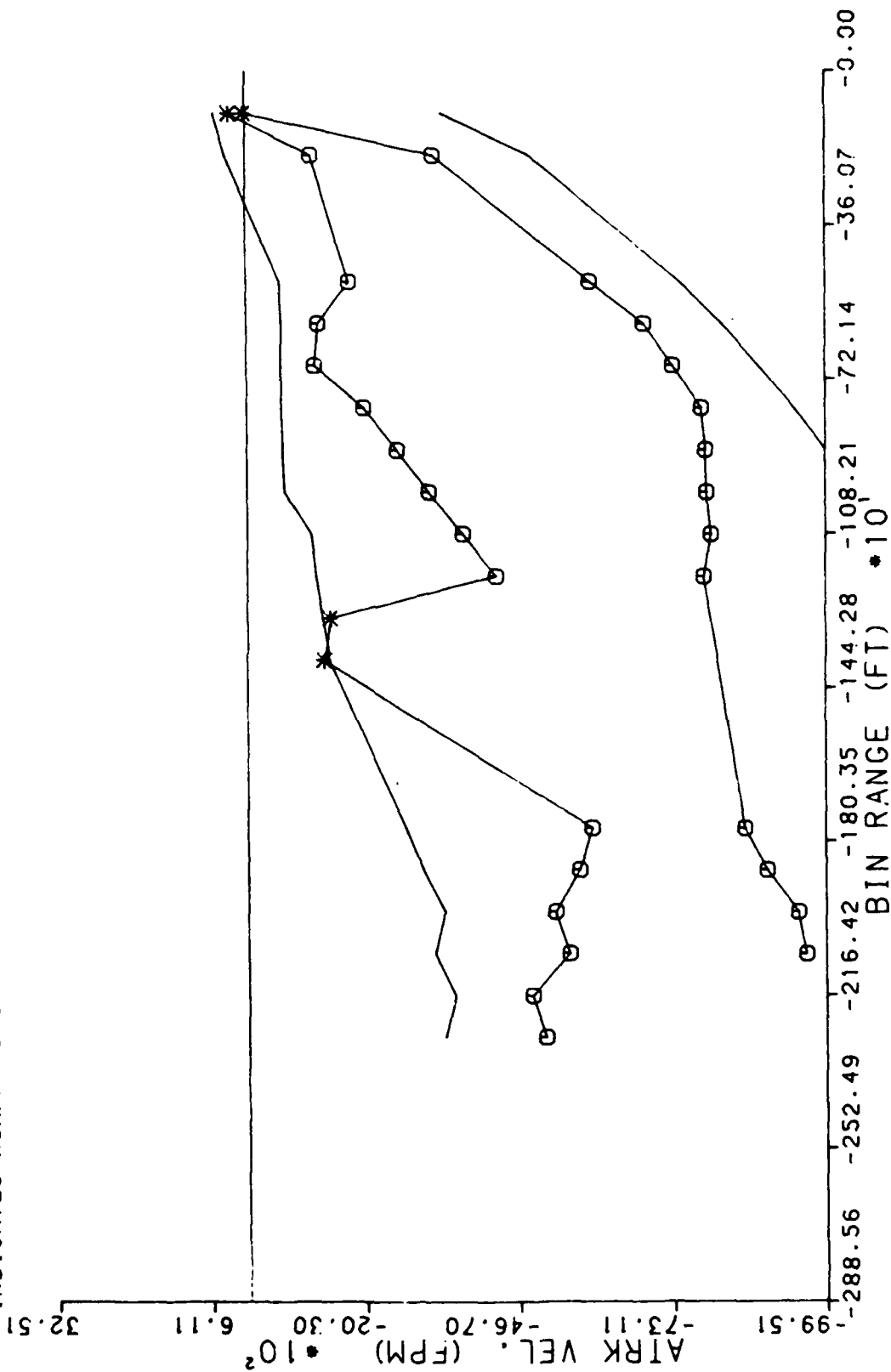




VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES  
 ALONG-TRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
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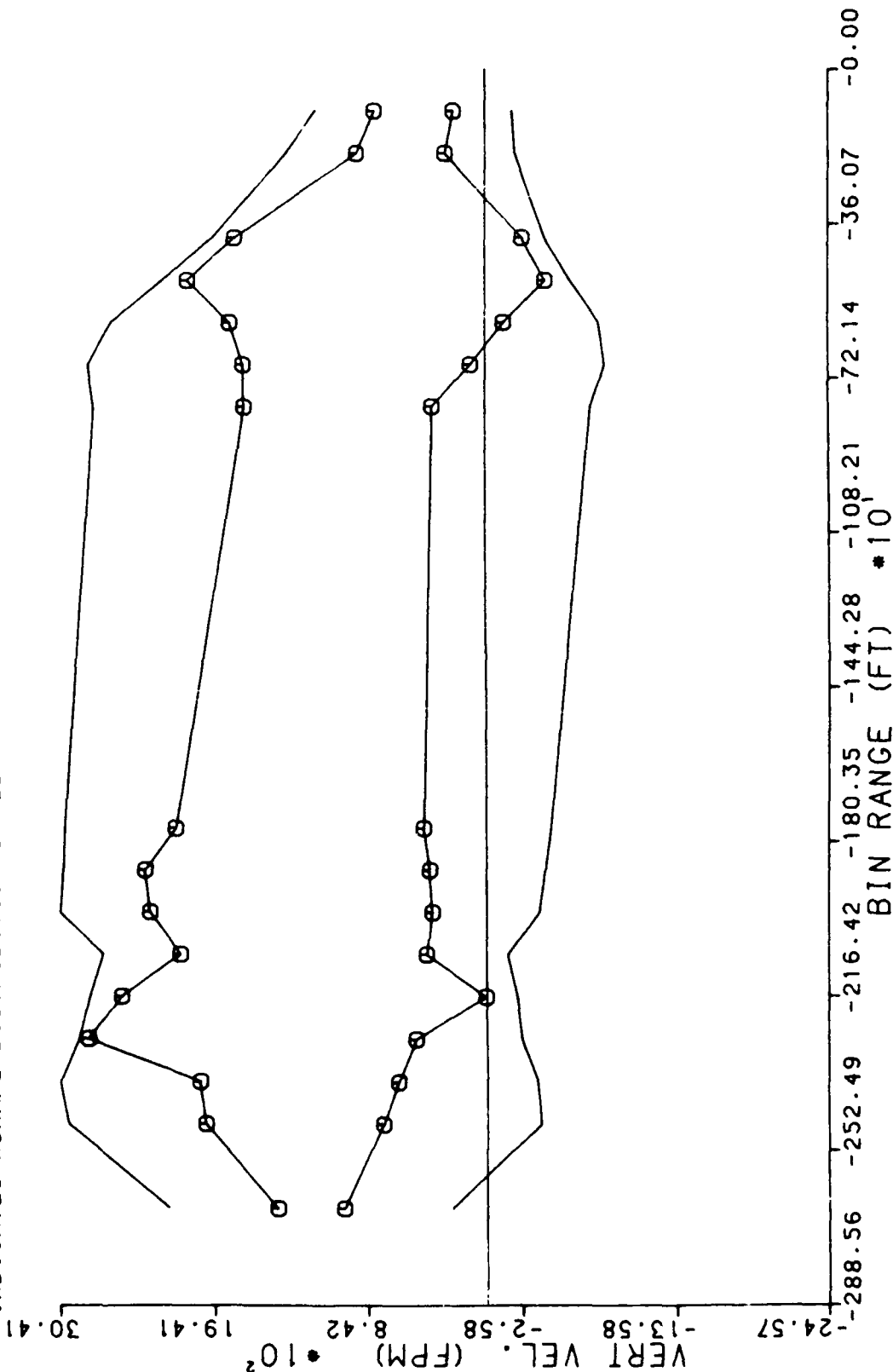


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE STRAIGHT DEPARTURES

VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE STRAIGHT DEPARTURES

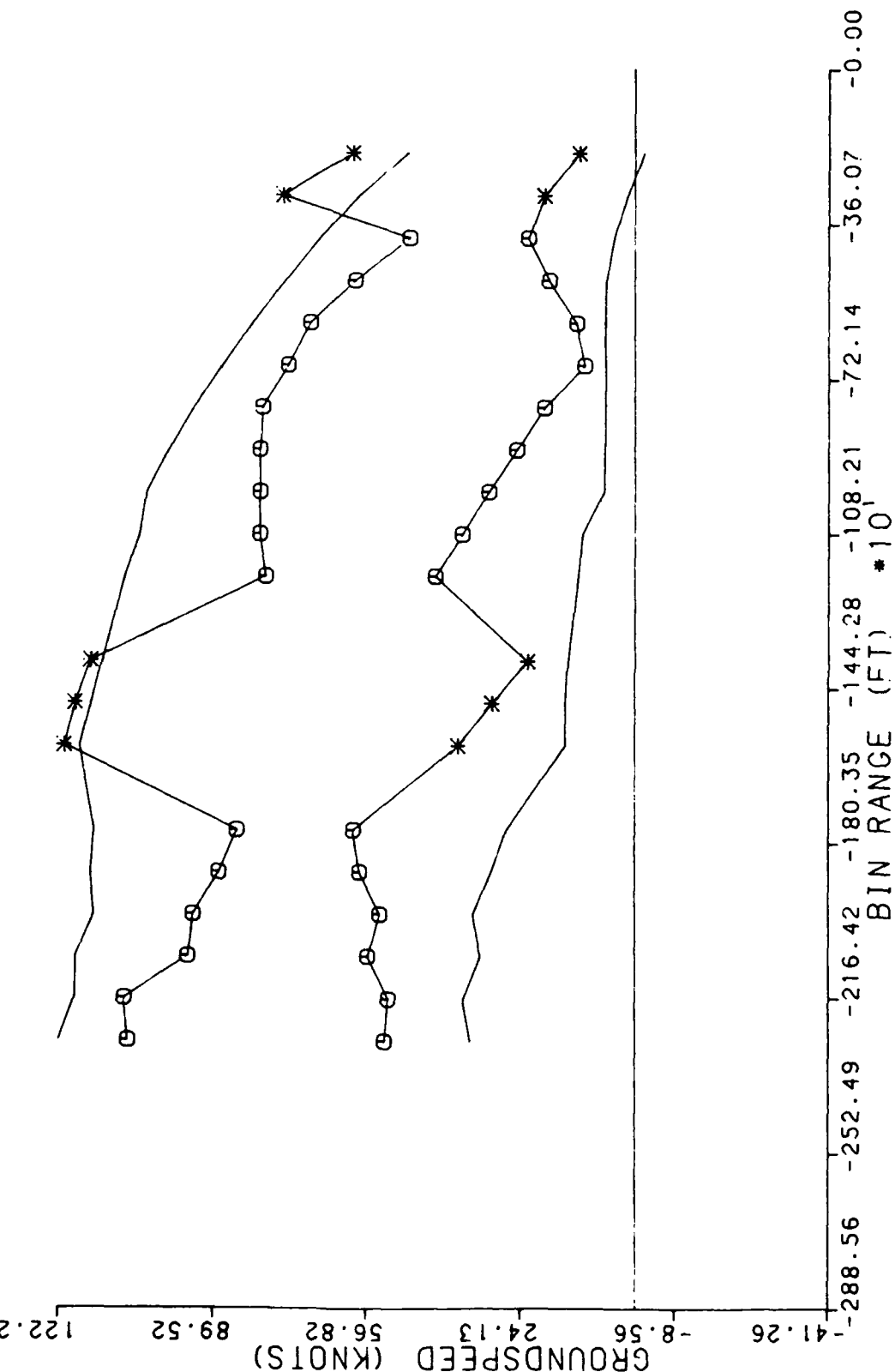
GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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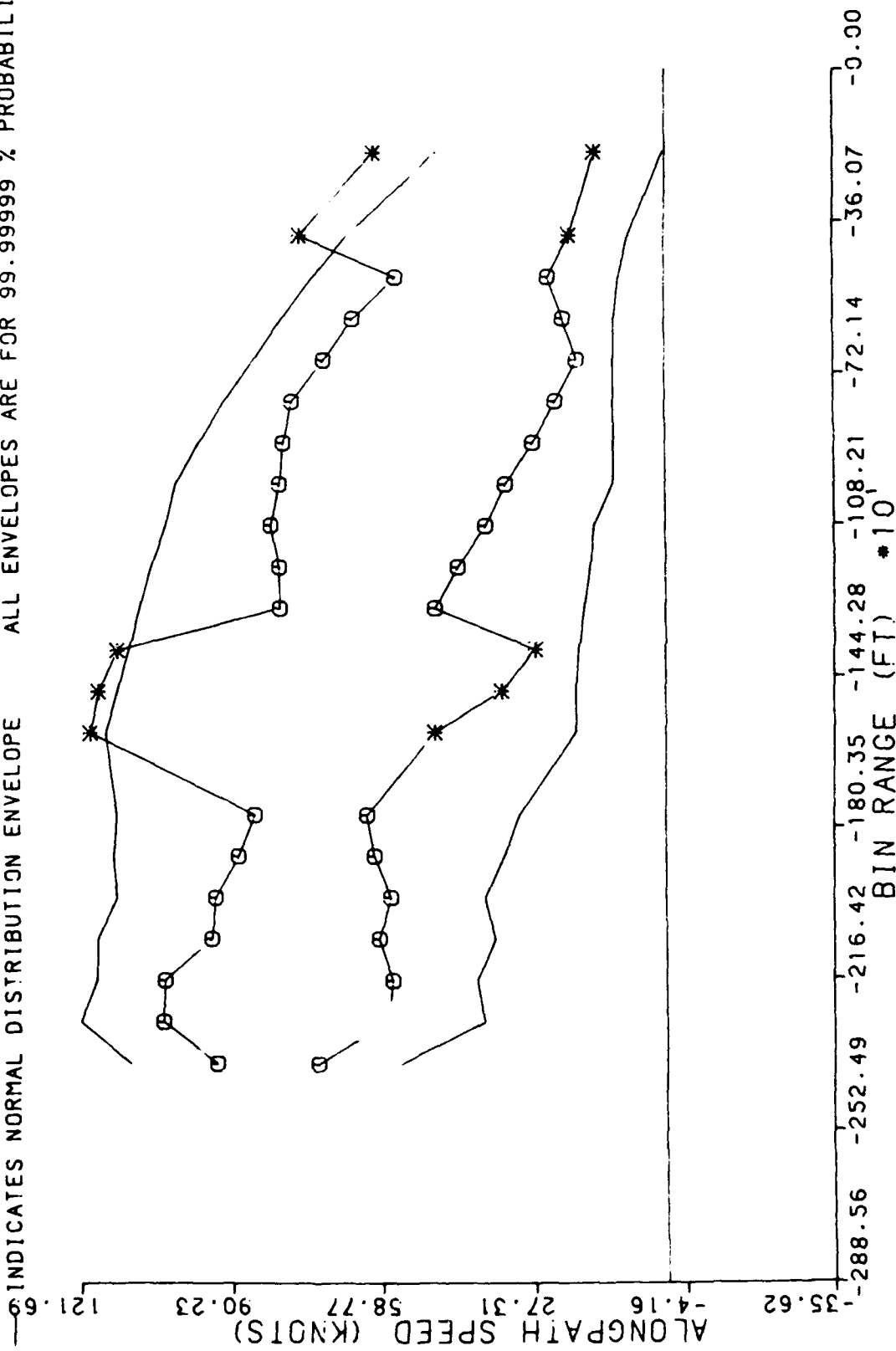
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
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# VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY

10 DEGREE STRAIGHT DEPARTURES

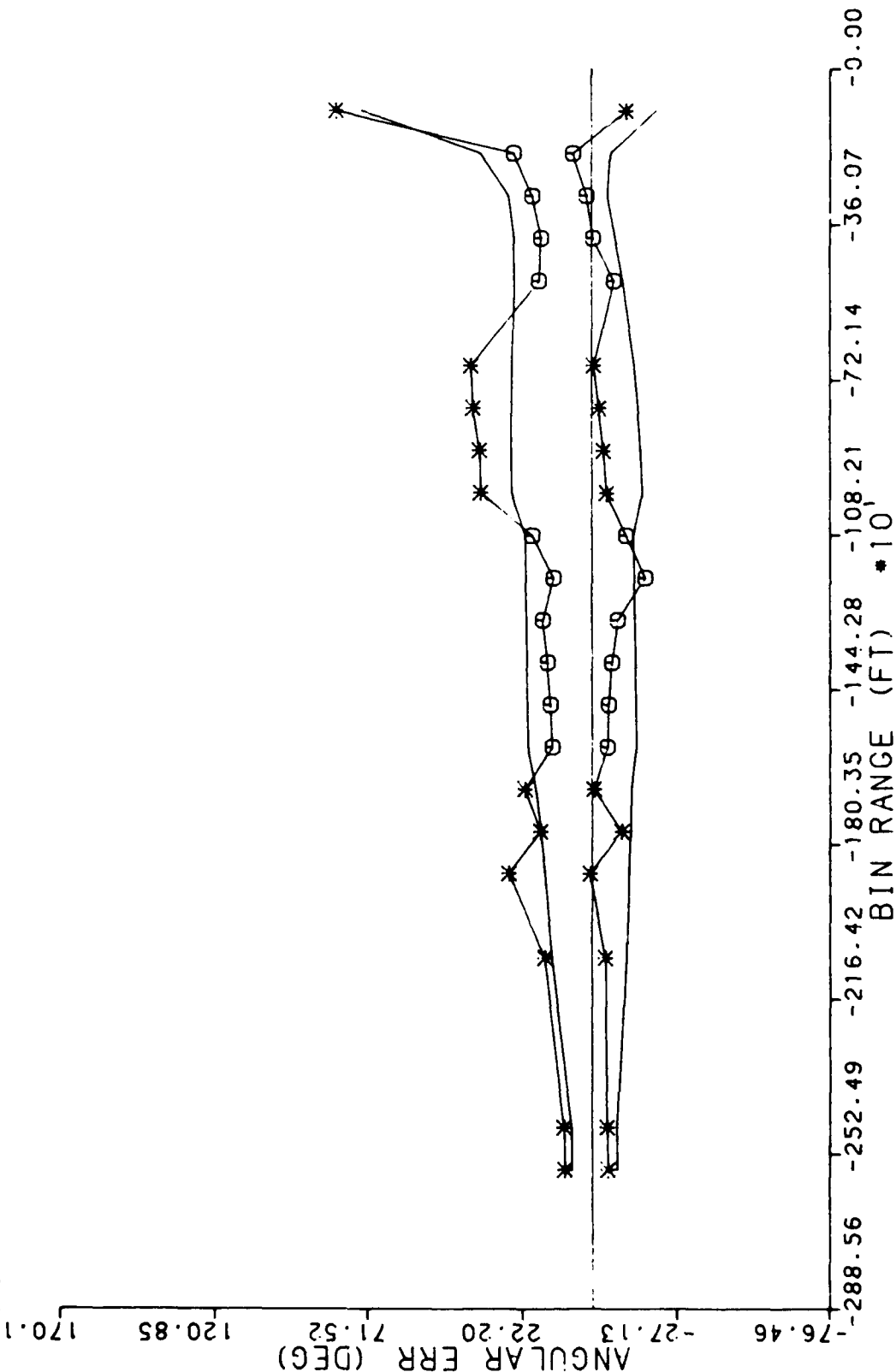
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

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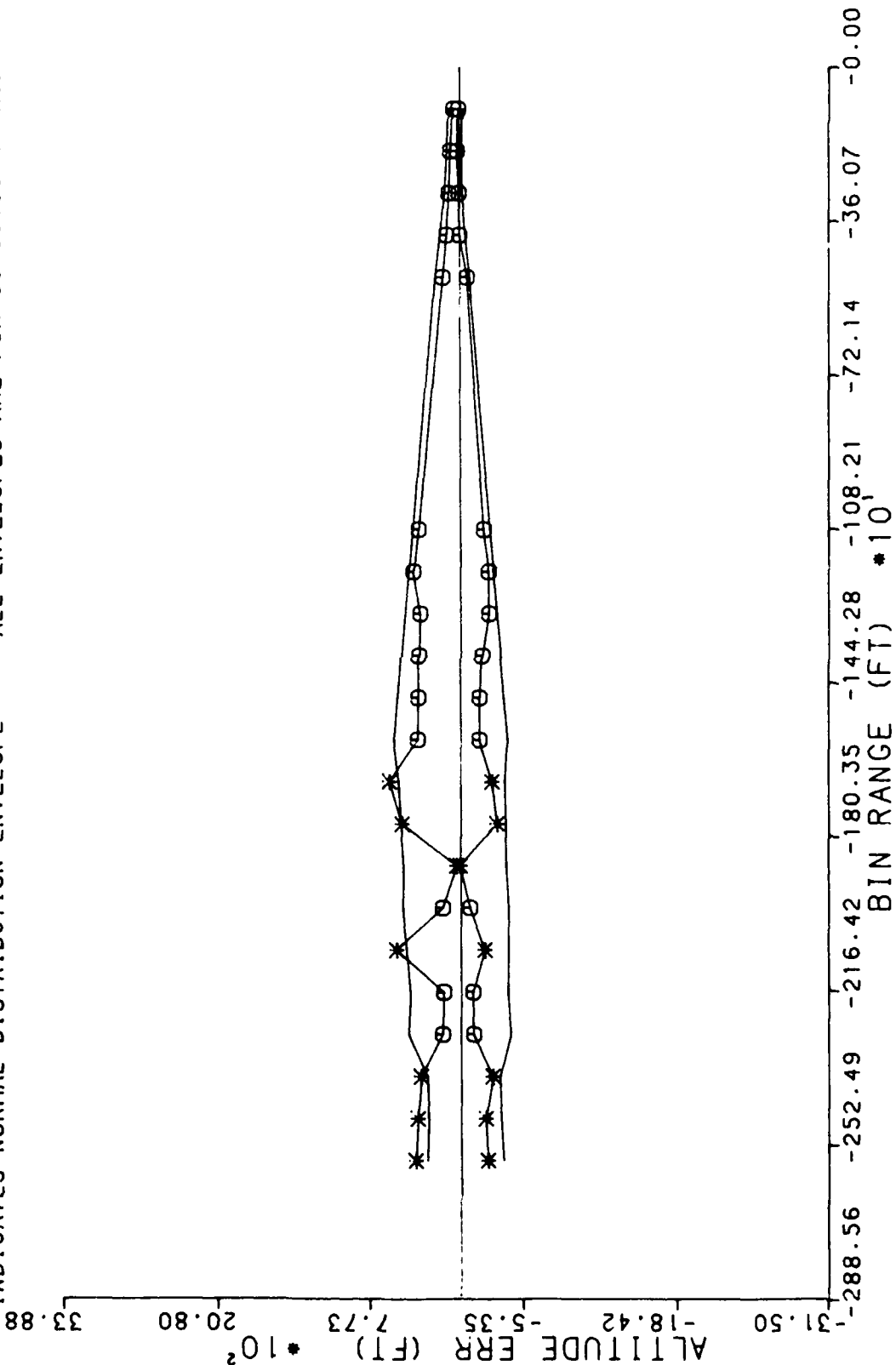
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES

ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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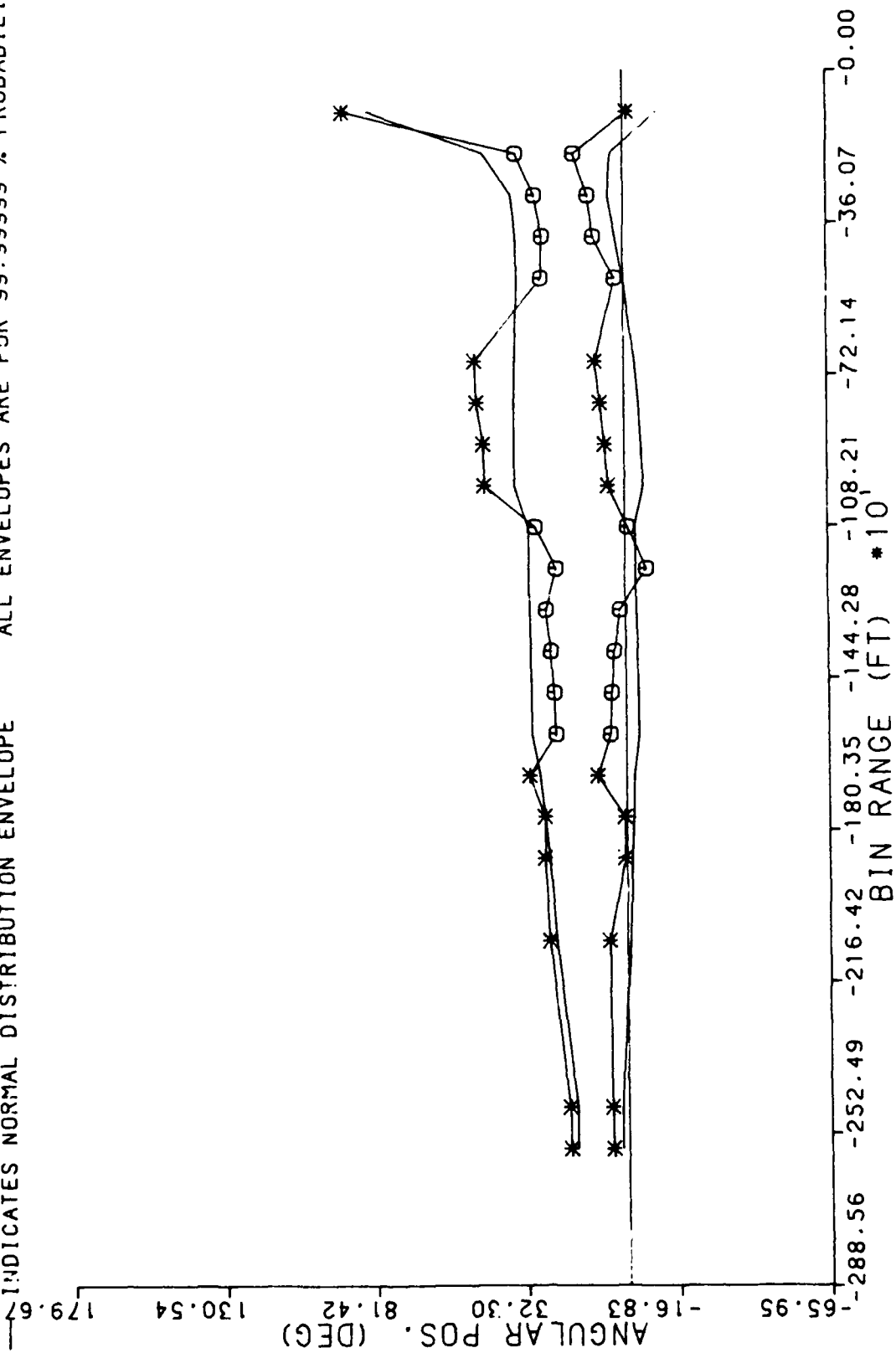
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
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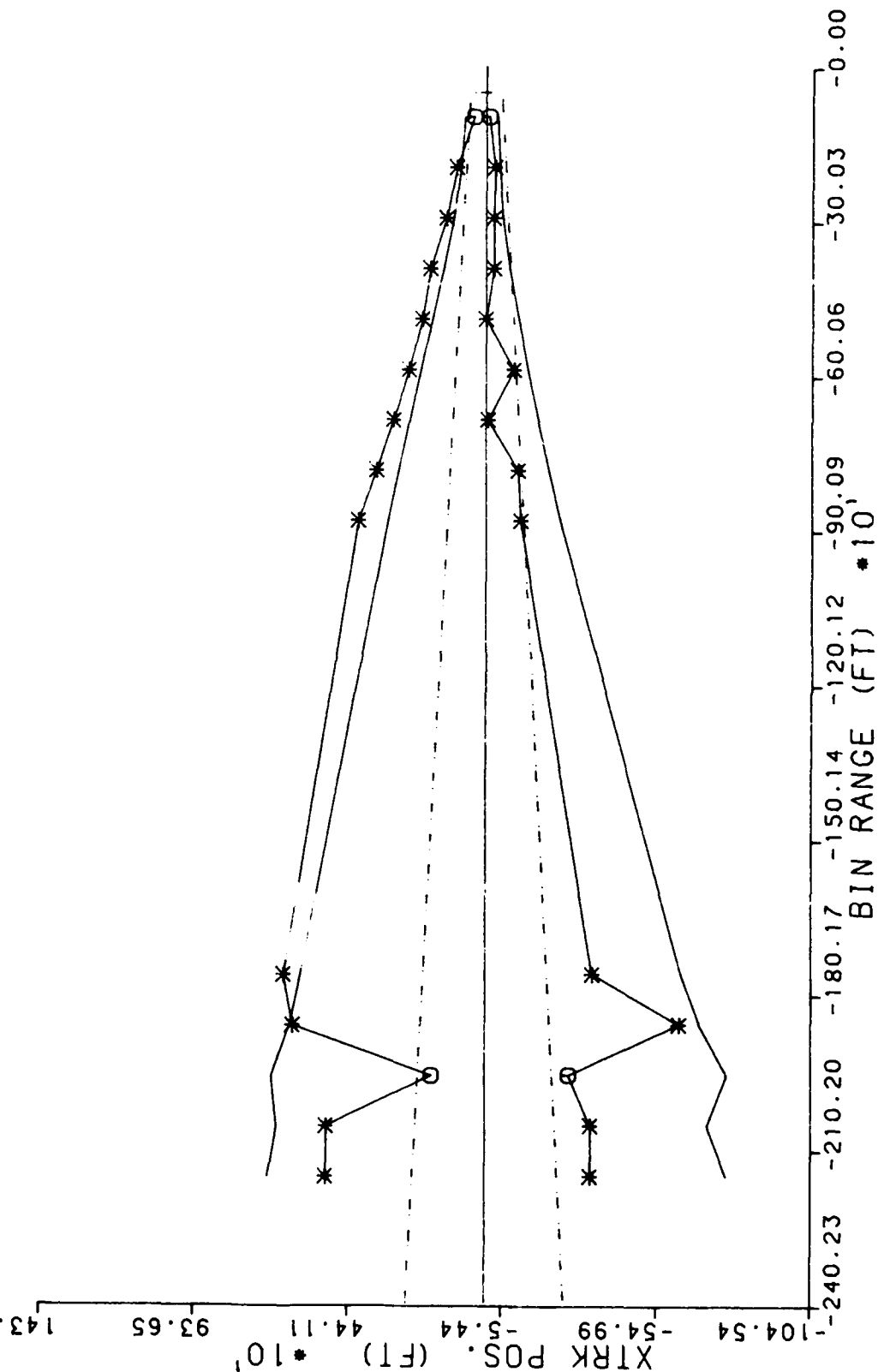
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY





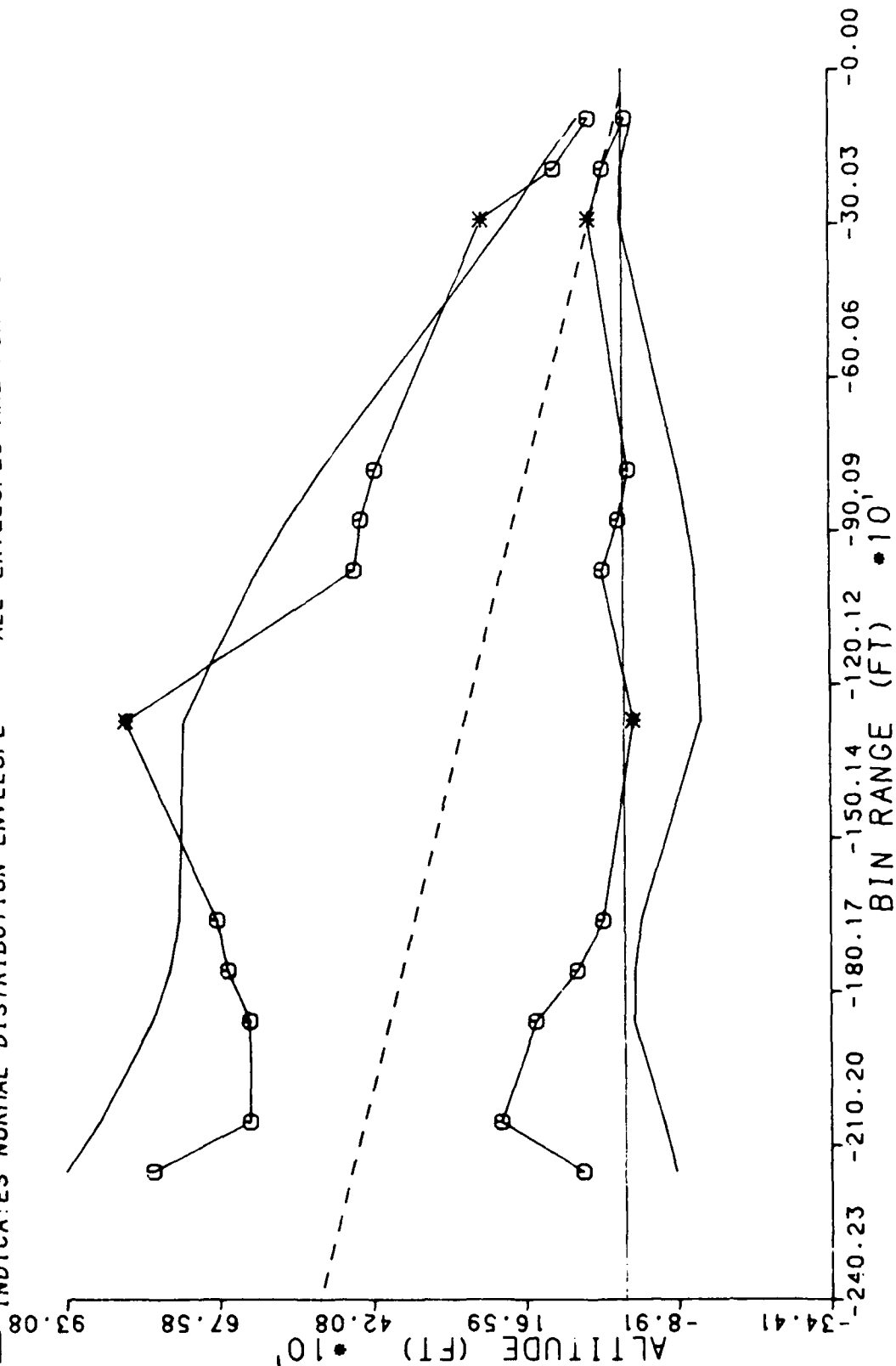
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES

ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08403

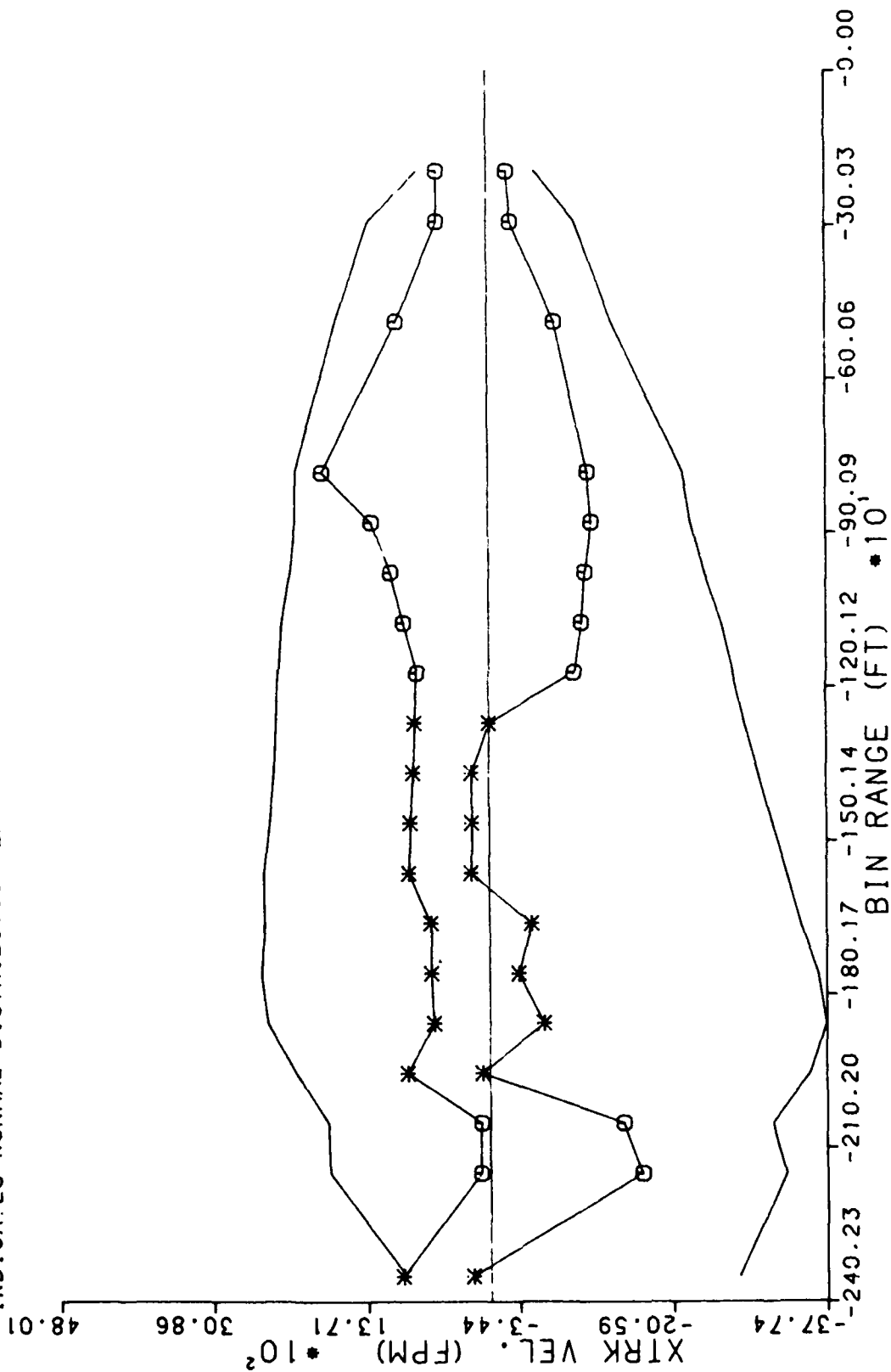
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ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS--- S76 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES  
 CROSS-TRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

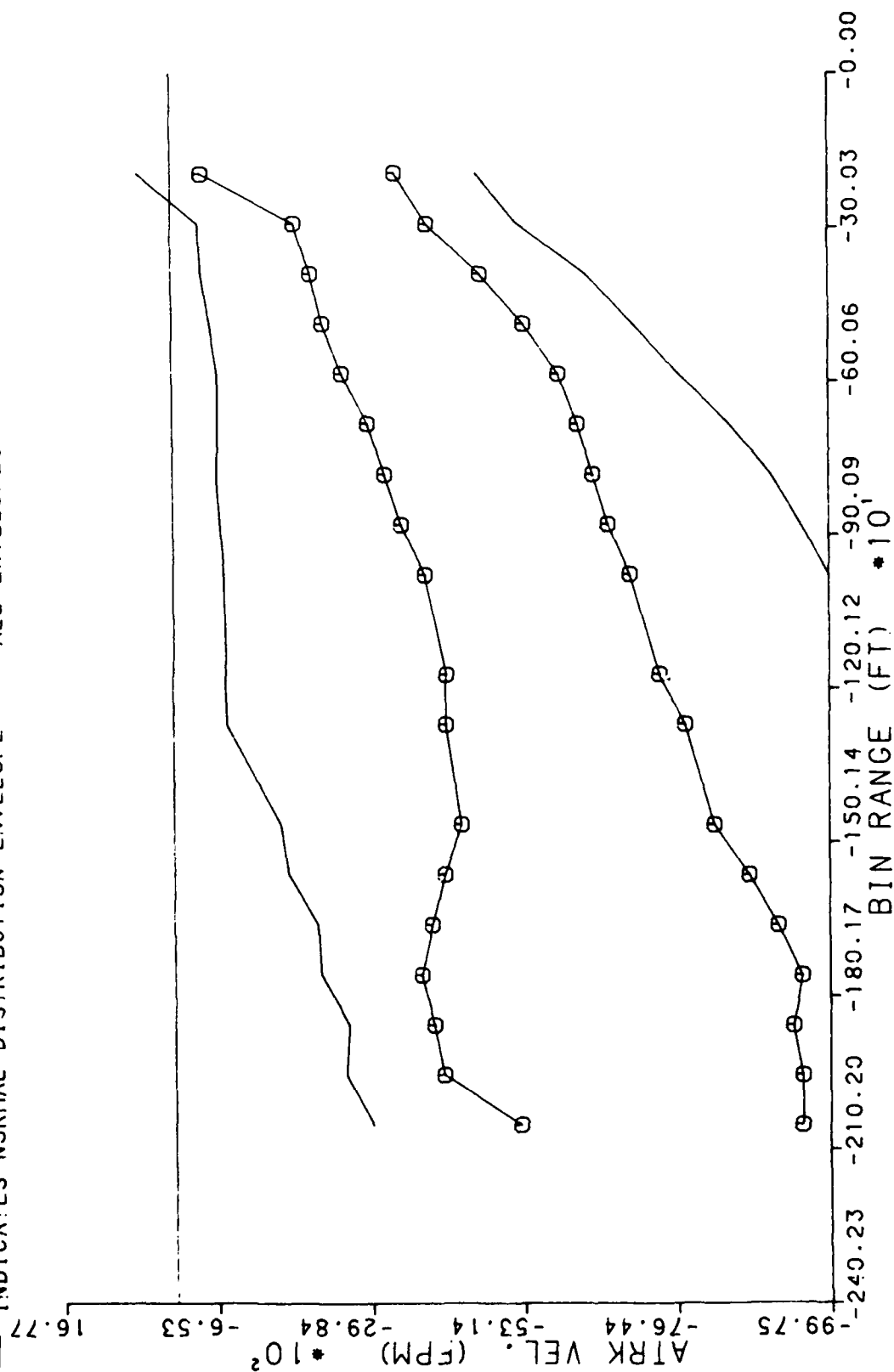
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 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES

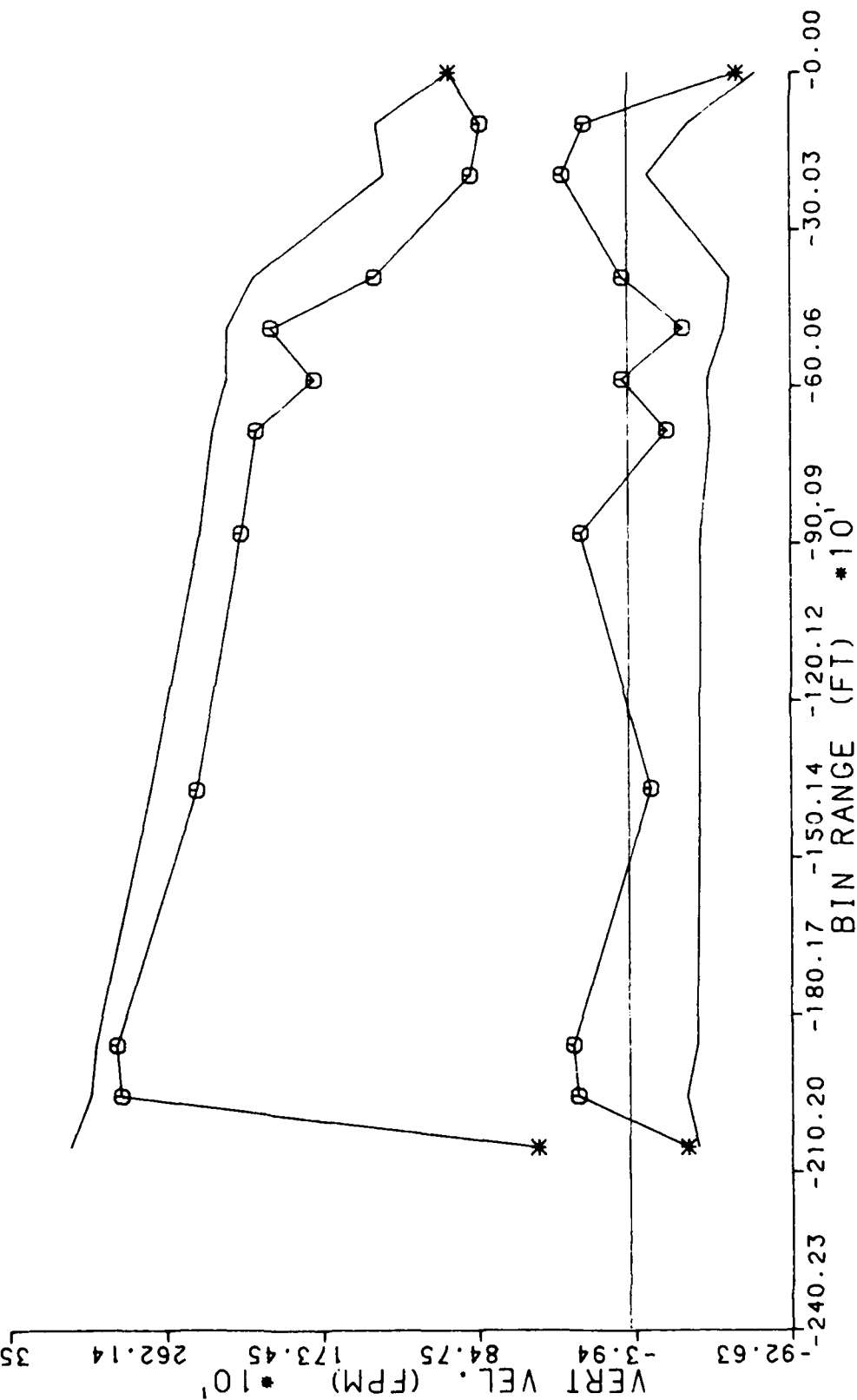
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

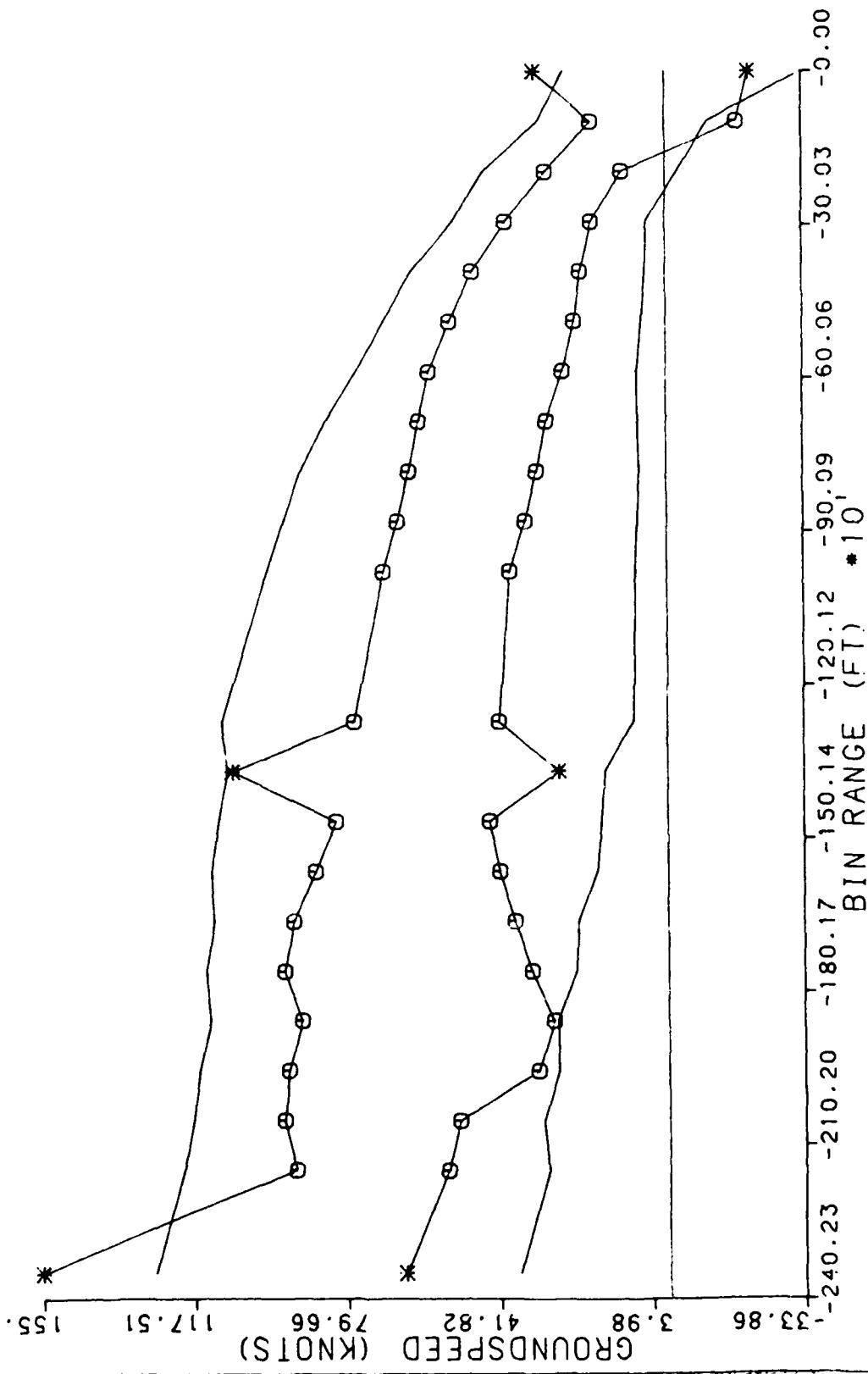
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES  
 GROUND SPEED (KNOTS) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

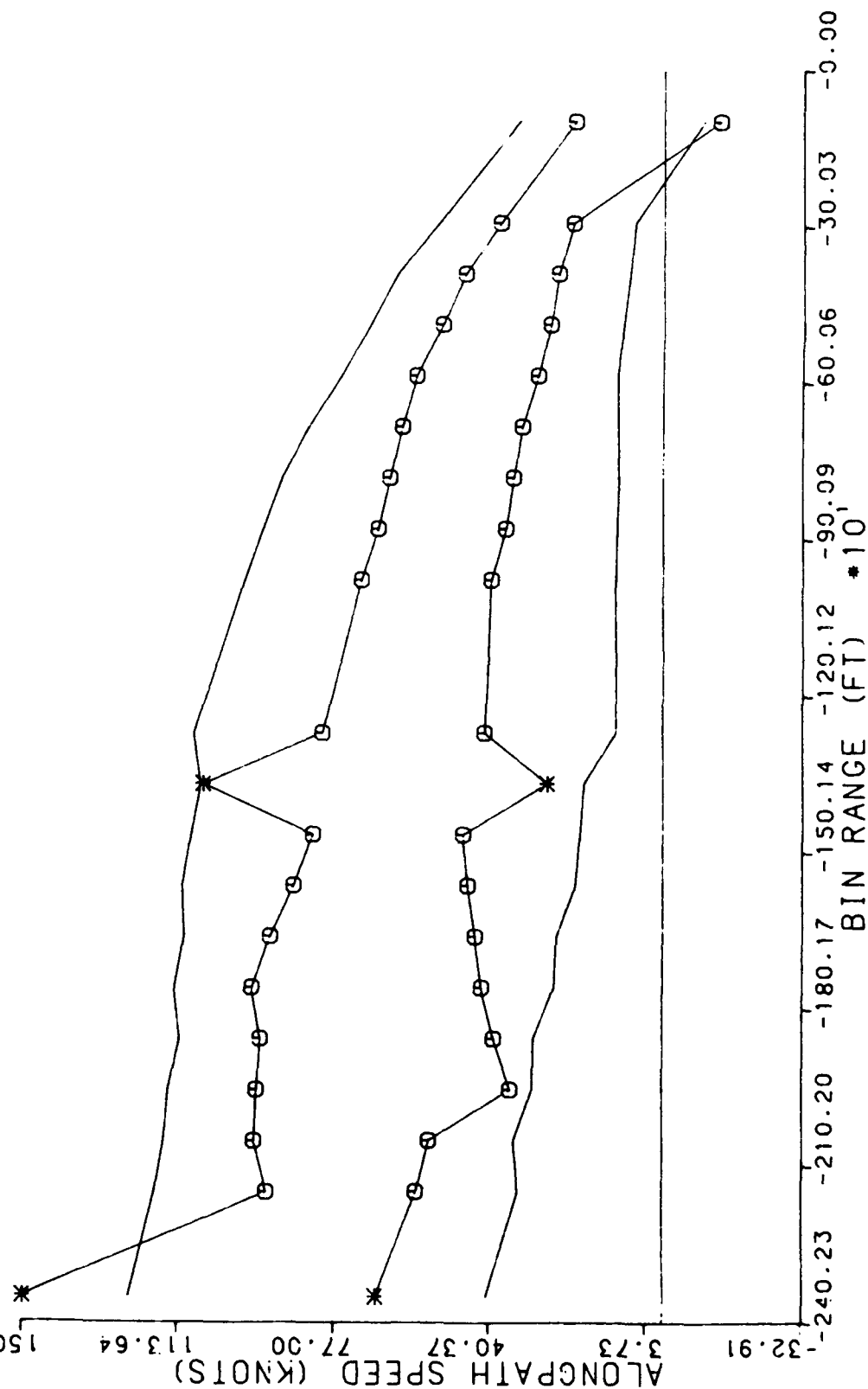
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT. 12/08/03

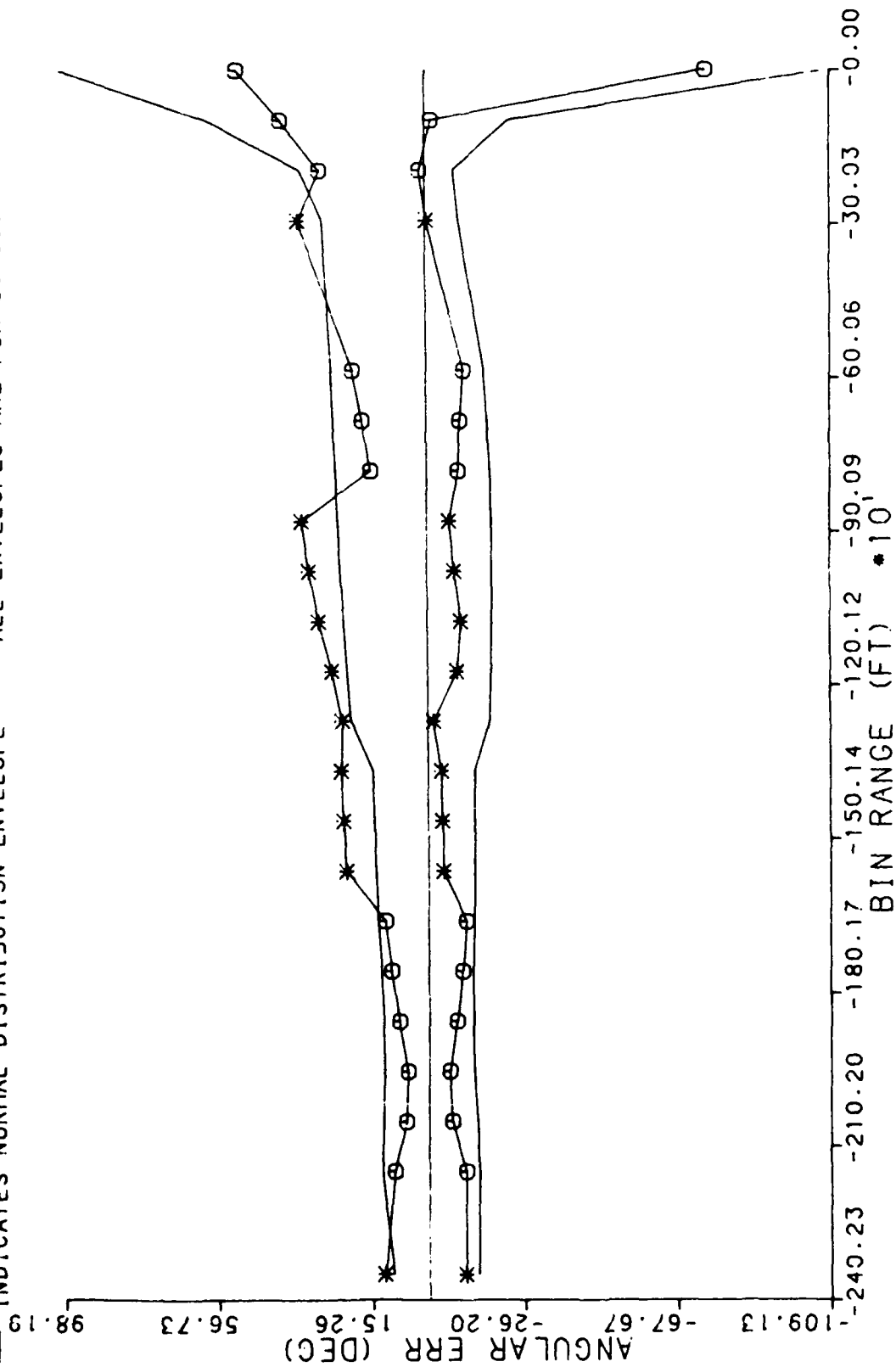
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 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES

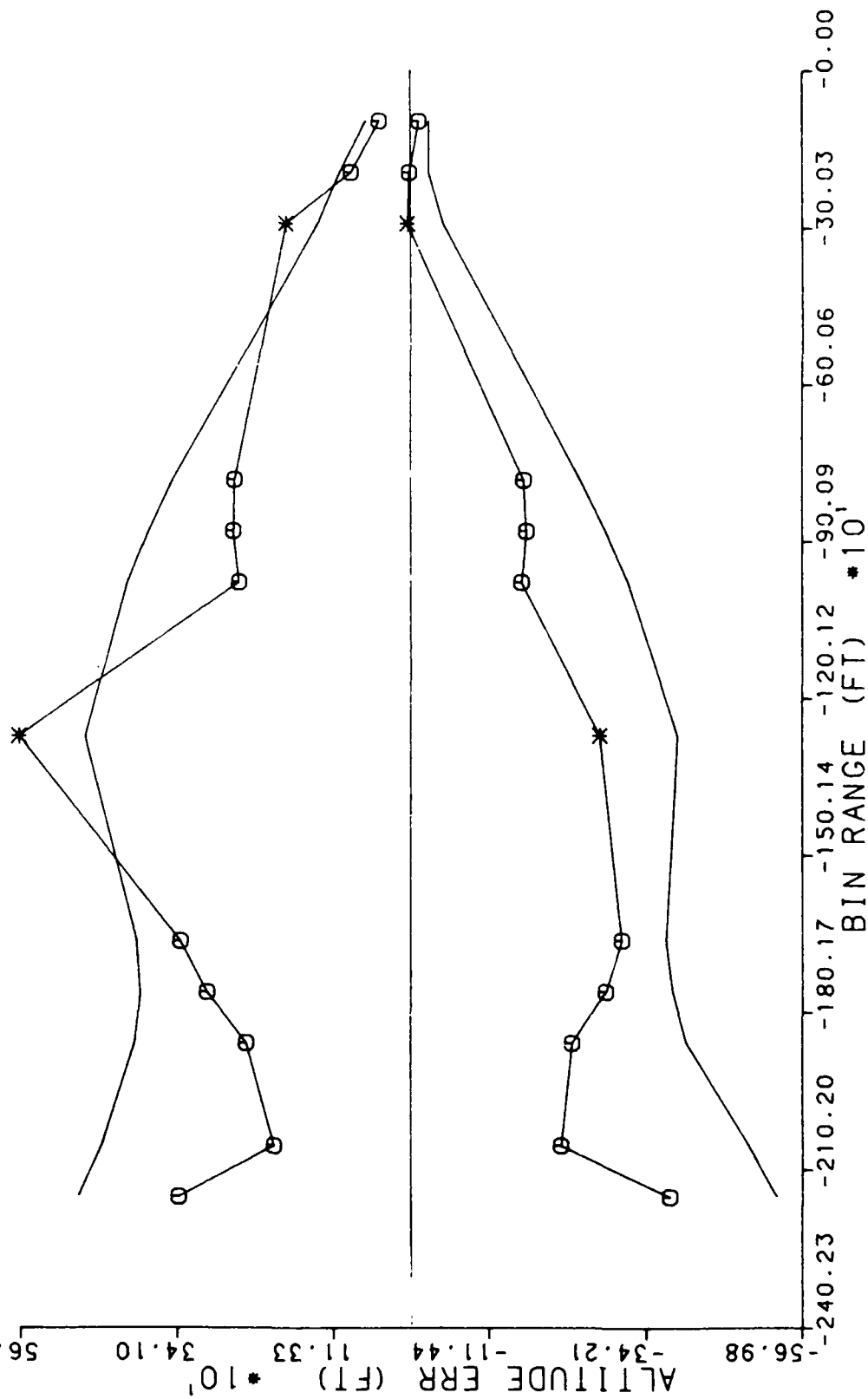
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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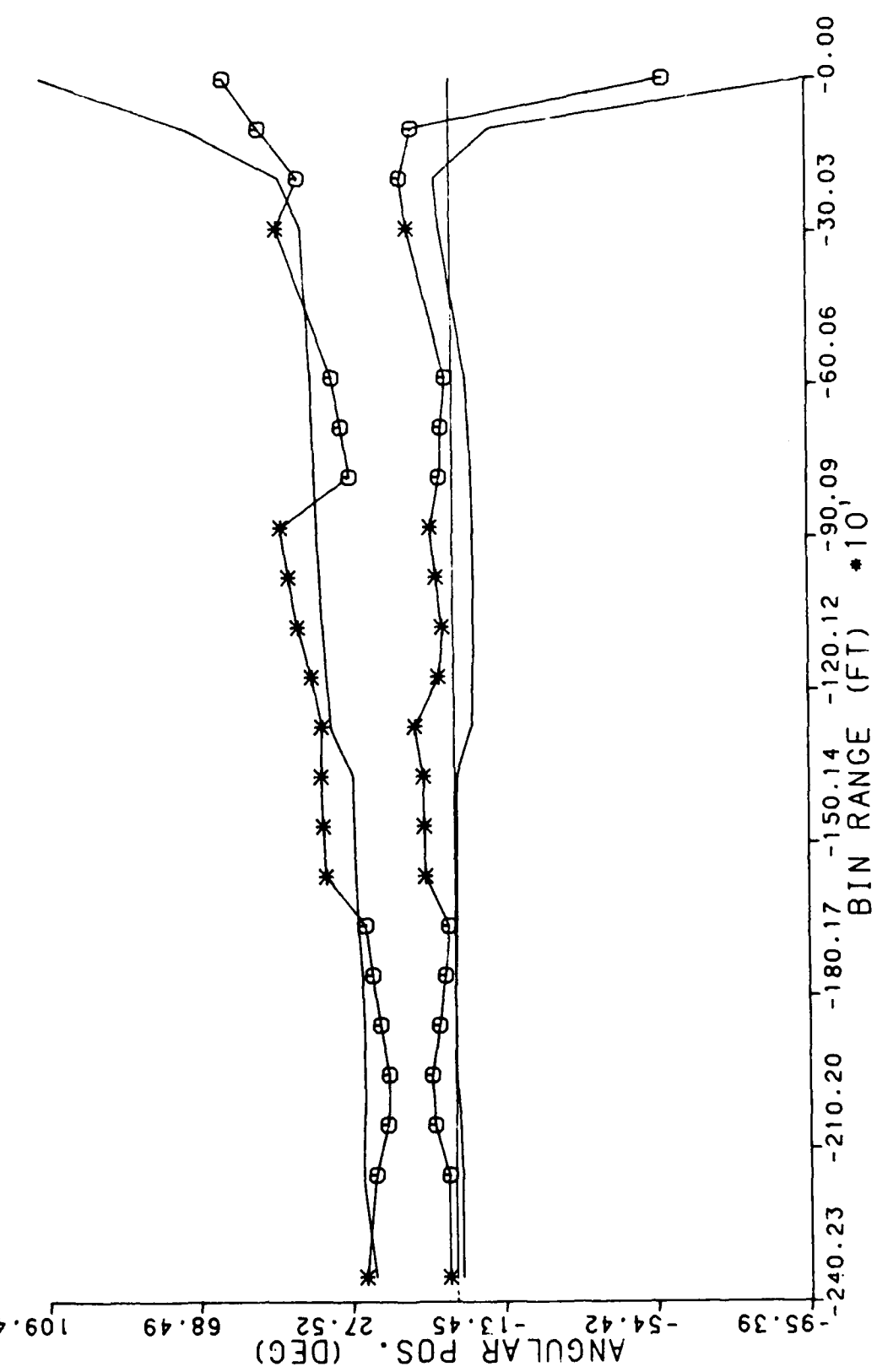




VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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# VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY

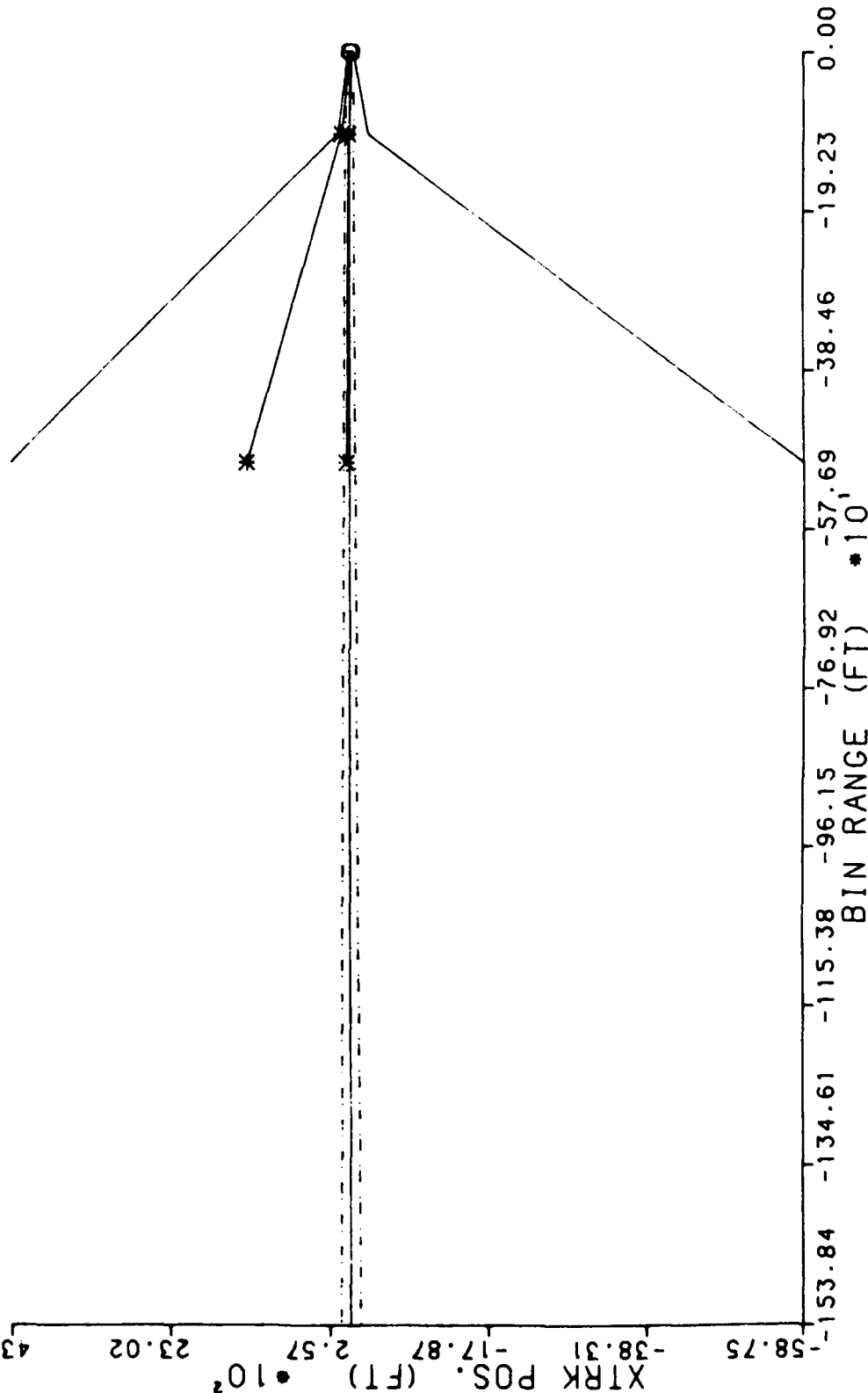
7 DEGREE CURVED DEPARTURES

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- -- INDICATES FAA APPROACH SURFACE

INDICATES BETA DISTRIBUTION RANGE LIMIT \*INDICATES GAMMA DISTRIBUTION RANGE LIMIT

-- INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403



DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

# VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY

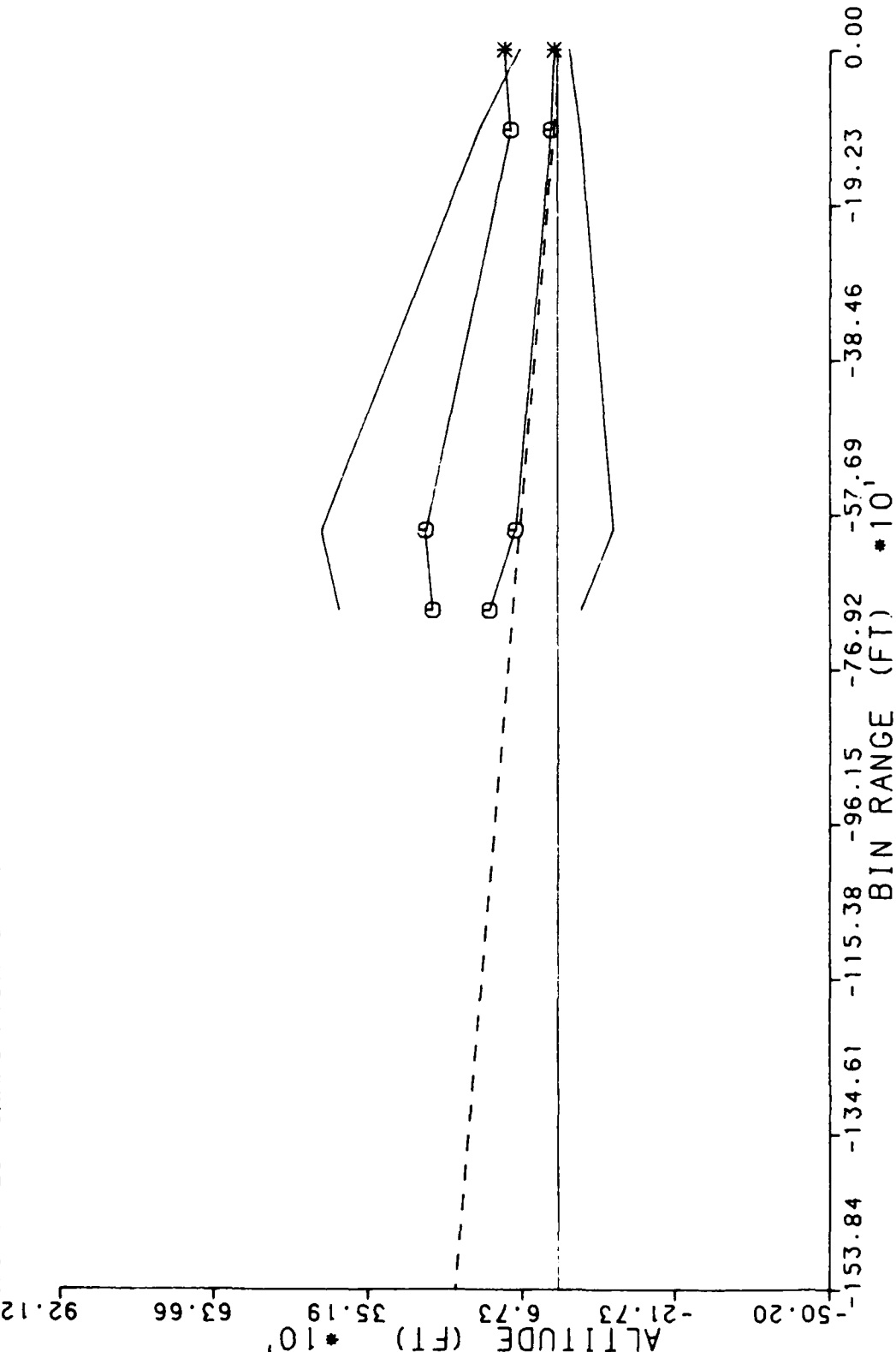
7 DEGREE CURVED DEPARTURES

ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

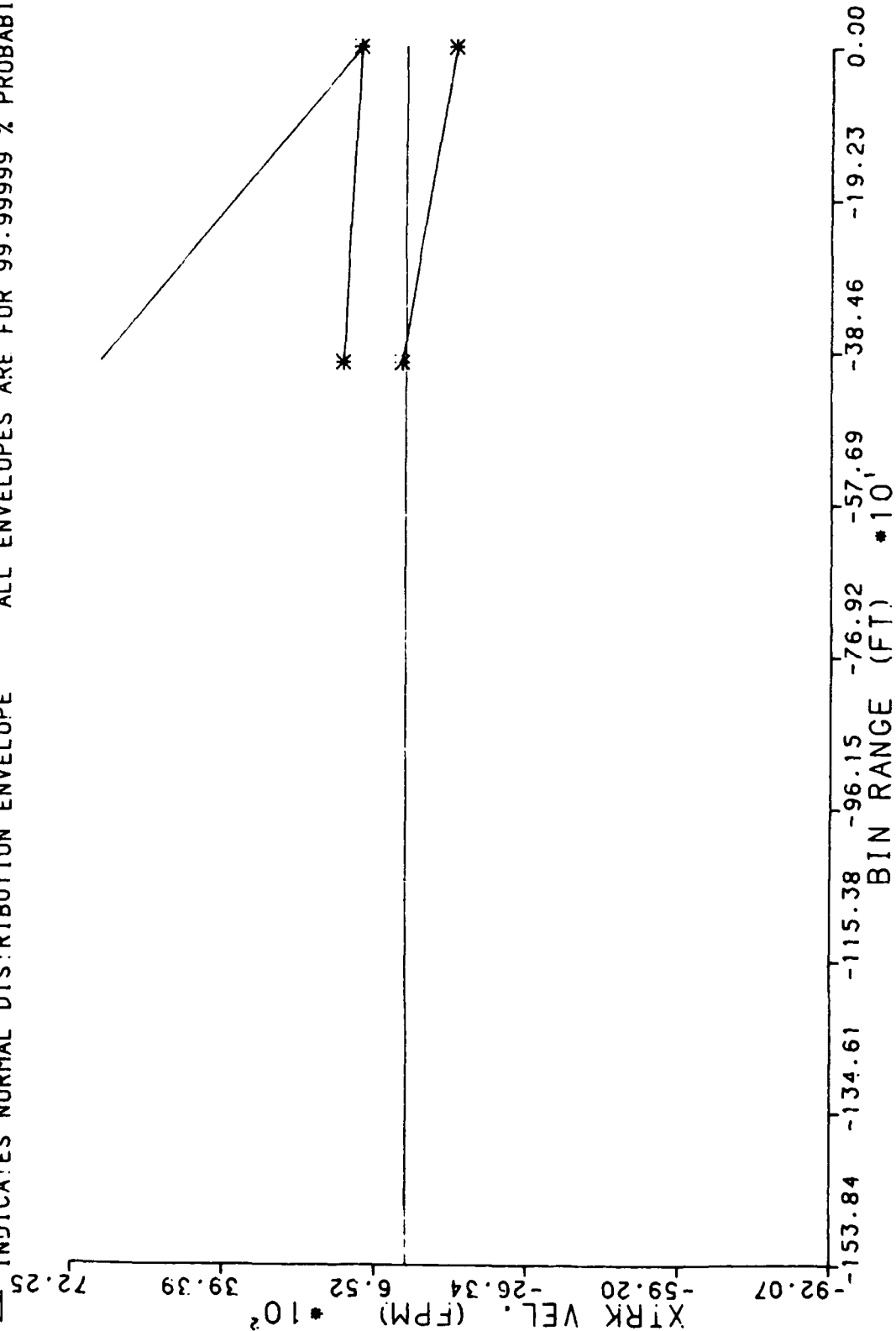
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 7 DEGREE CURVED DEPARTURES  
 CROSSRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

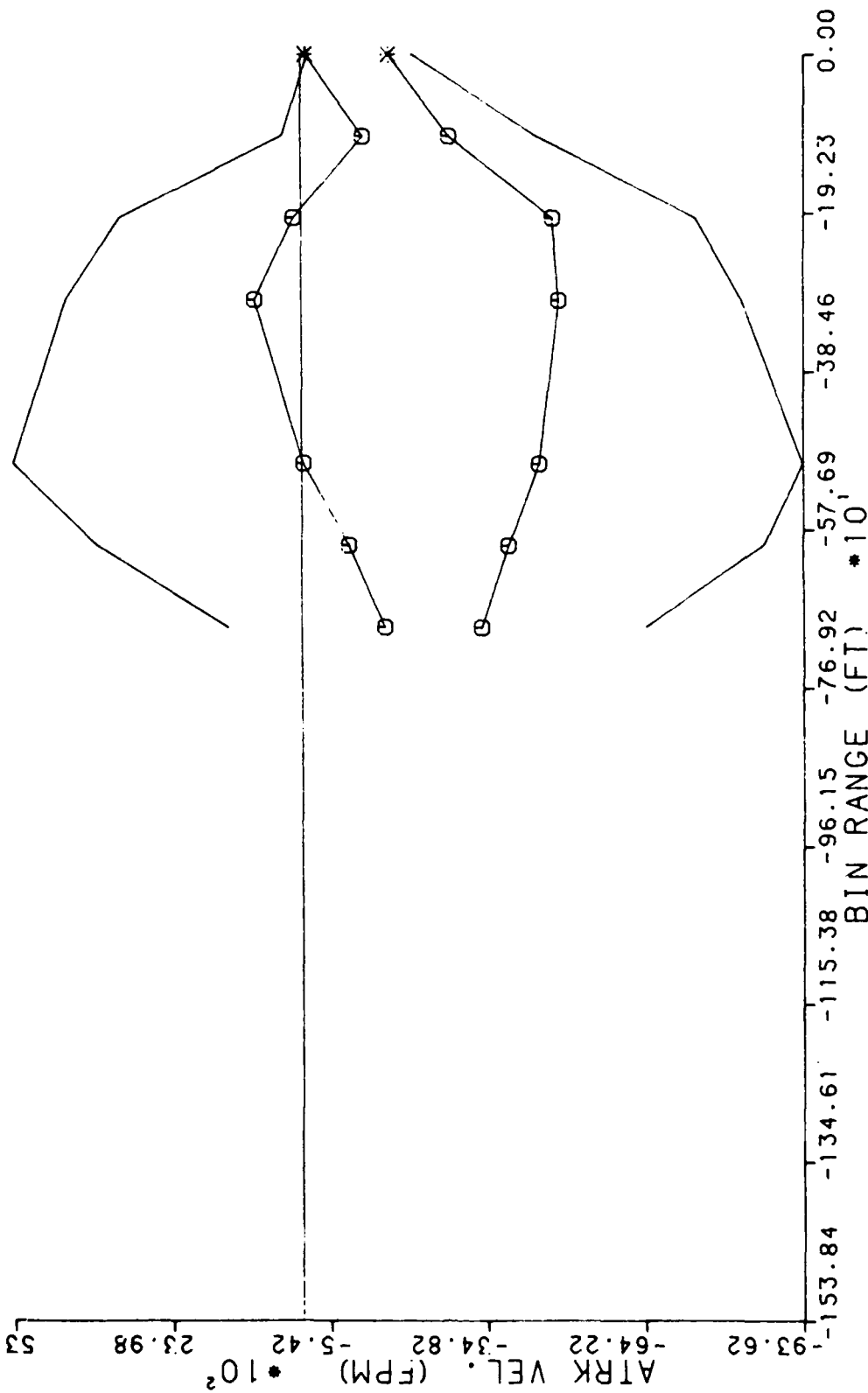
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 7 DEGREE CURVED DEPARTURES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
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 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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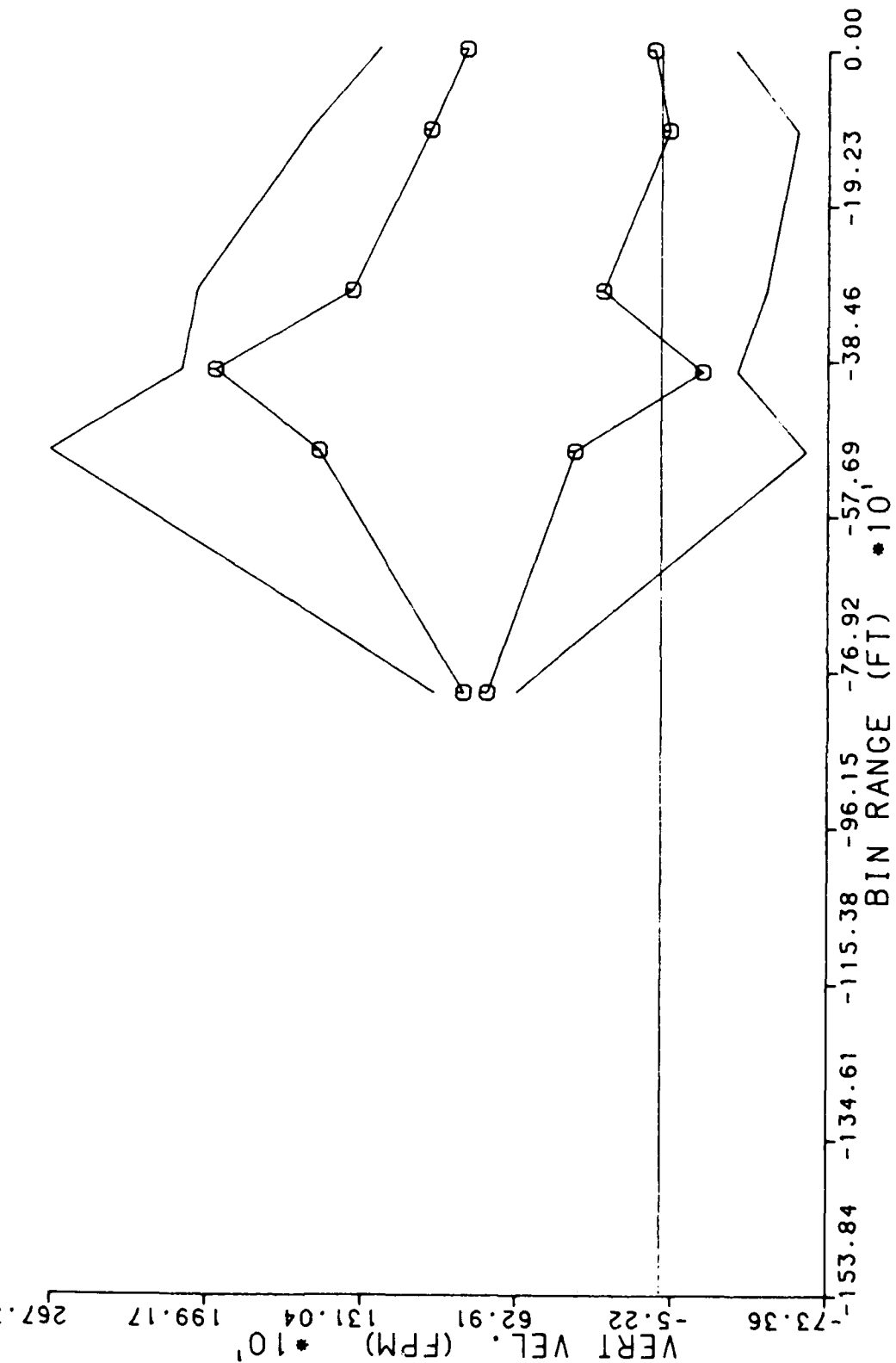
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 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 7 DEGREE CURVED DEPARTURES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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 ATLANTIC CITY AIRPORT. NJ 08403

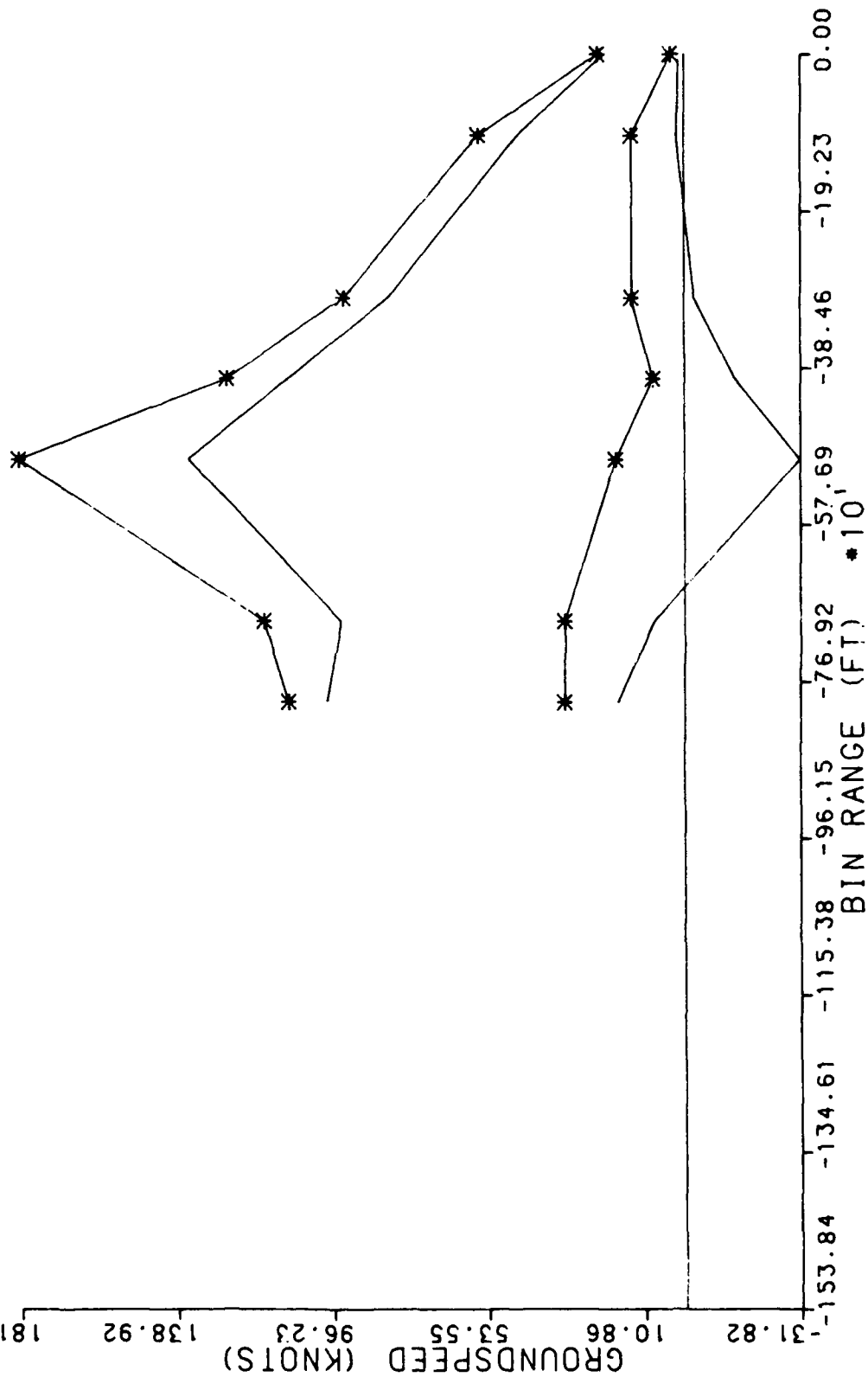
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 7 DEGREE CURVED DEPARTURES  
 GROUND SPEED (KNOTS) VS. BIN RANGE (FT)  
 \* INDICATES BETA DISTRIBUTION RANGE LIMIT  
 \* INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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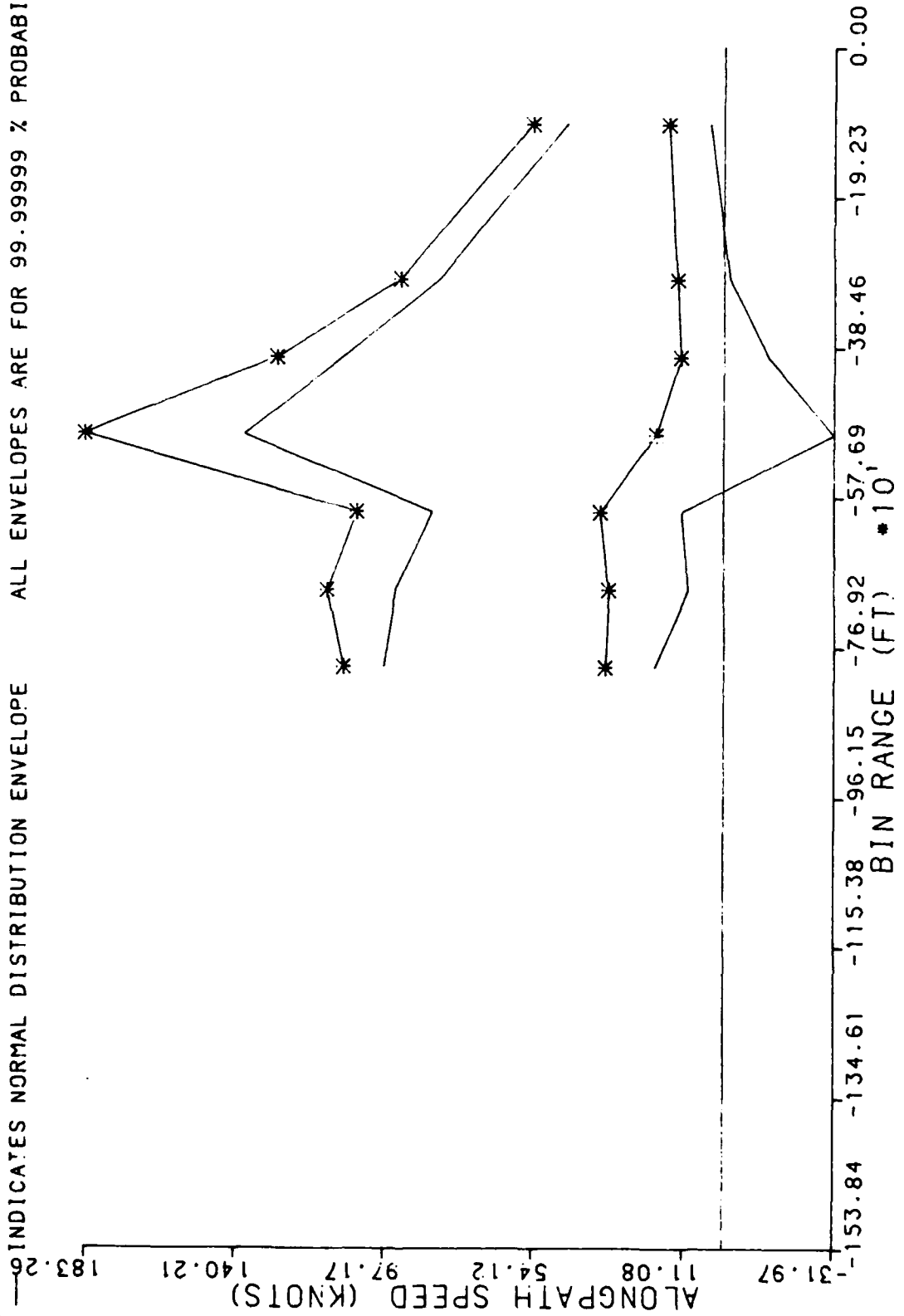
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 7 DEGREE CURVED DEPARTURES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

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\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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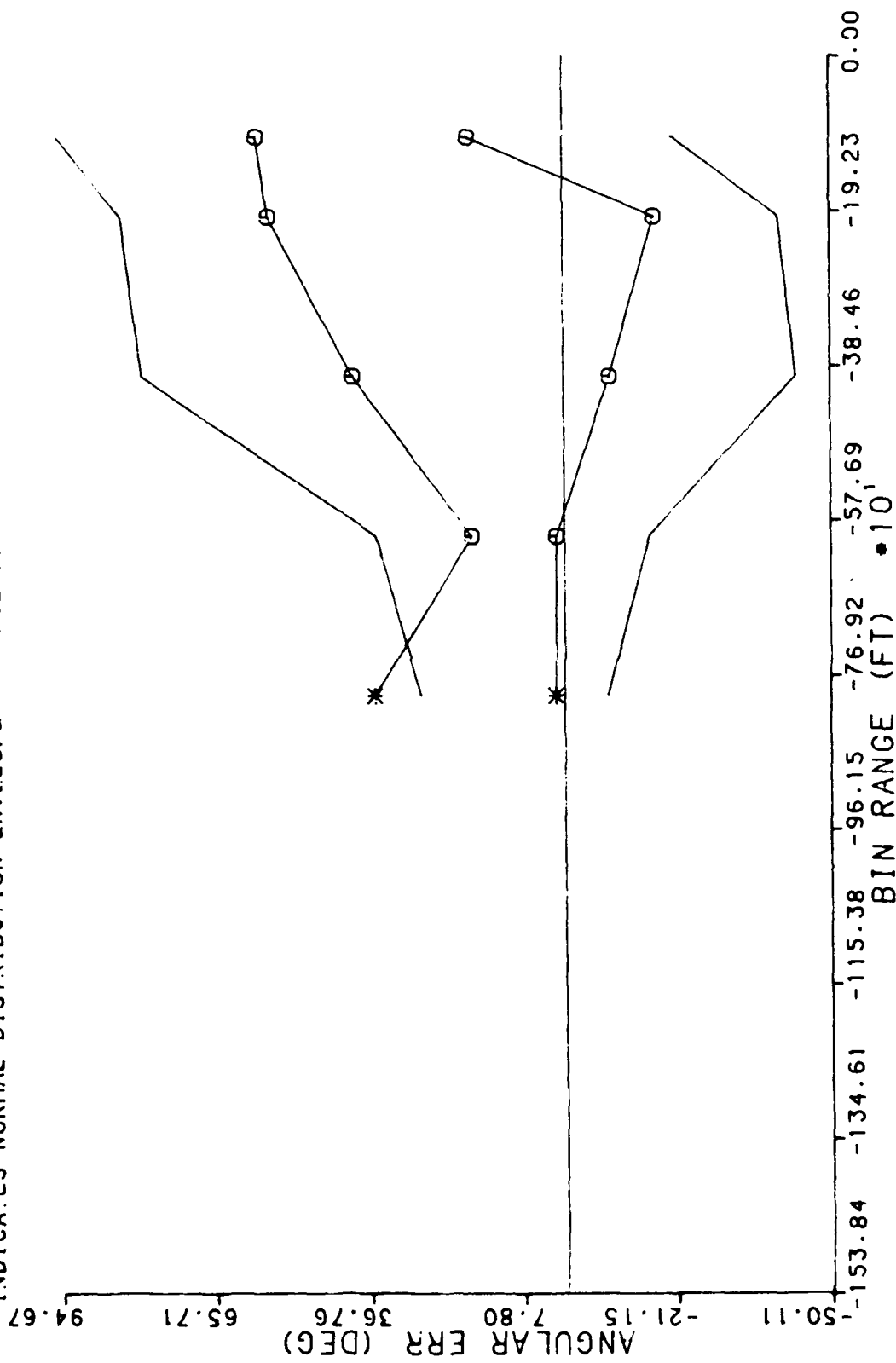




VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 7 DEGREE CURVED DEPARTURES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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 ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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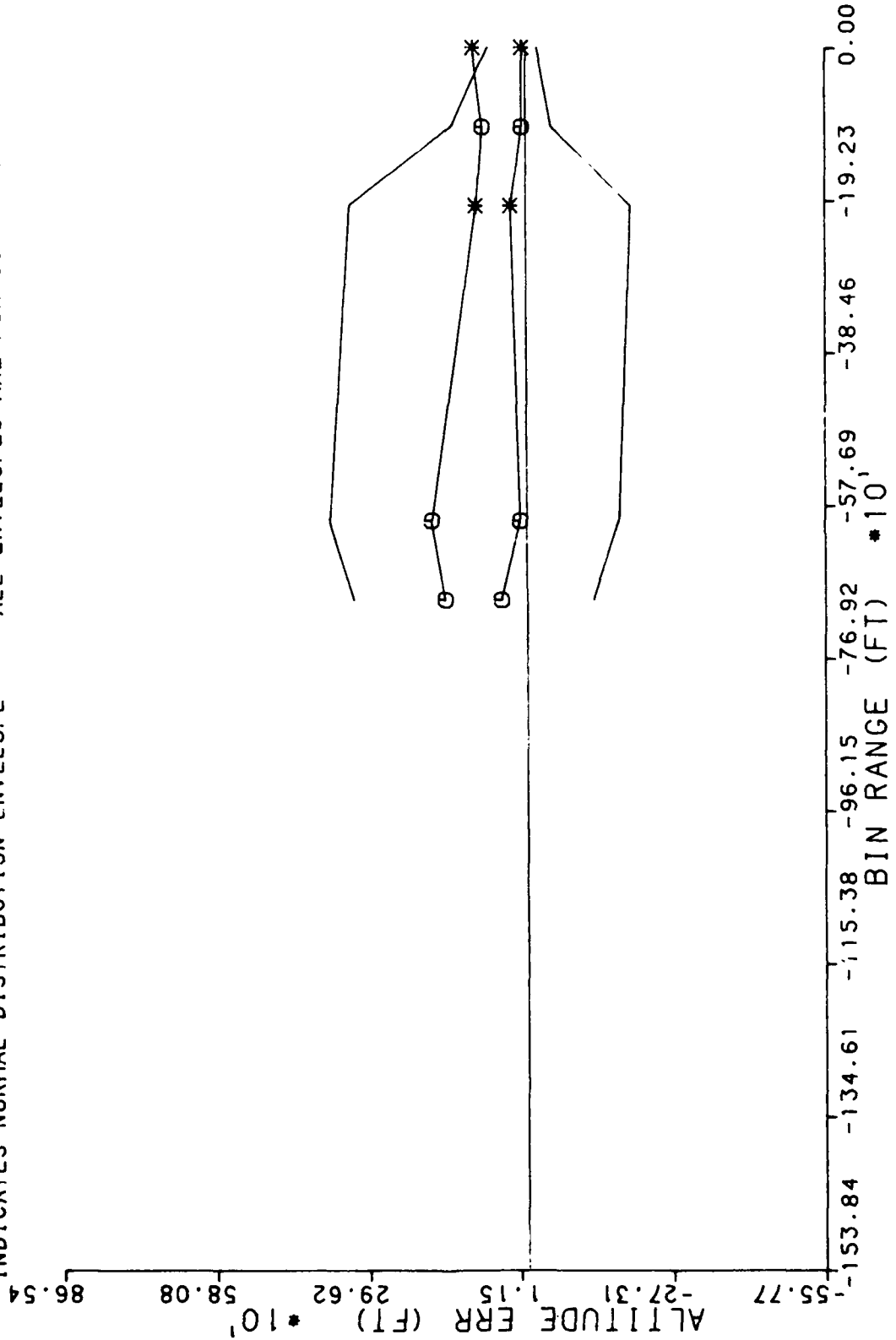
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE CURVED DEPARTURES

ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

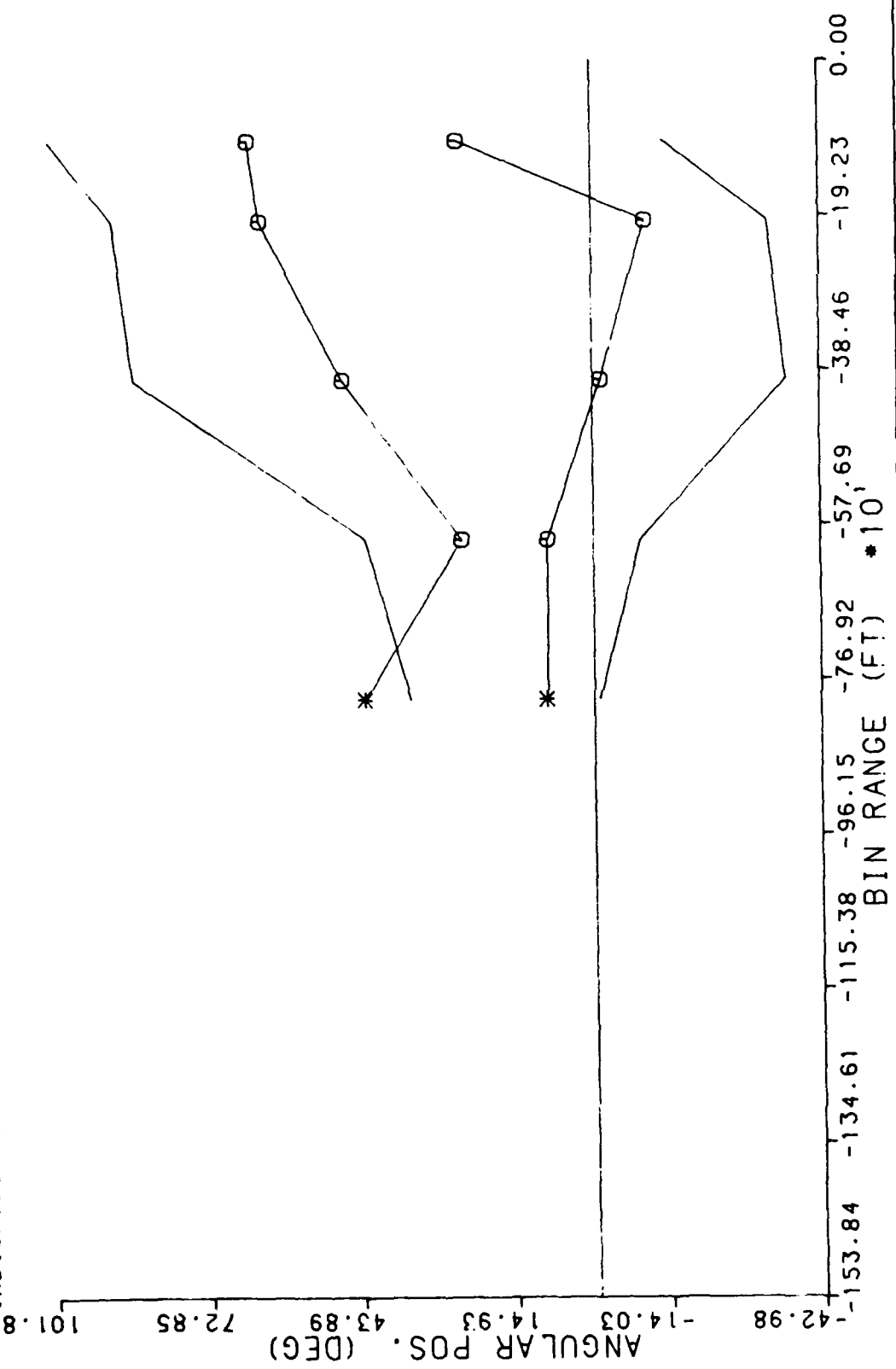
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 7 DEGREE CURVED DEPARTURES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

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 ATLANTIC CITY AIRPORT, NJ 08403

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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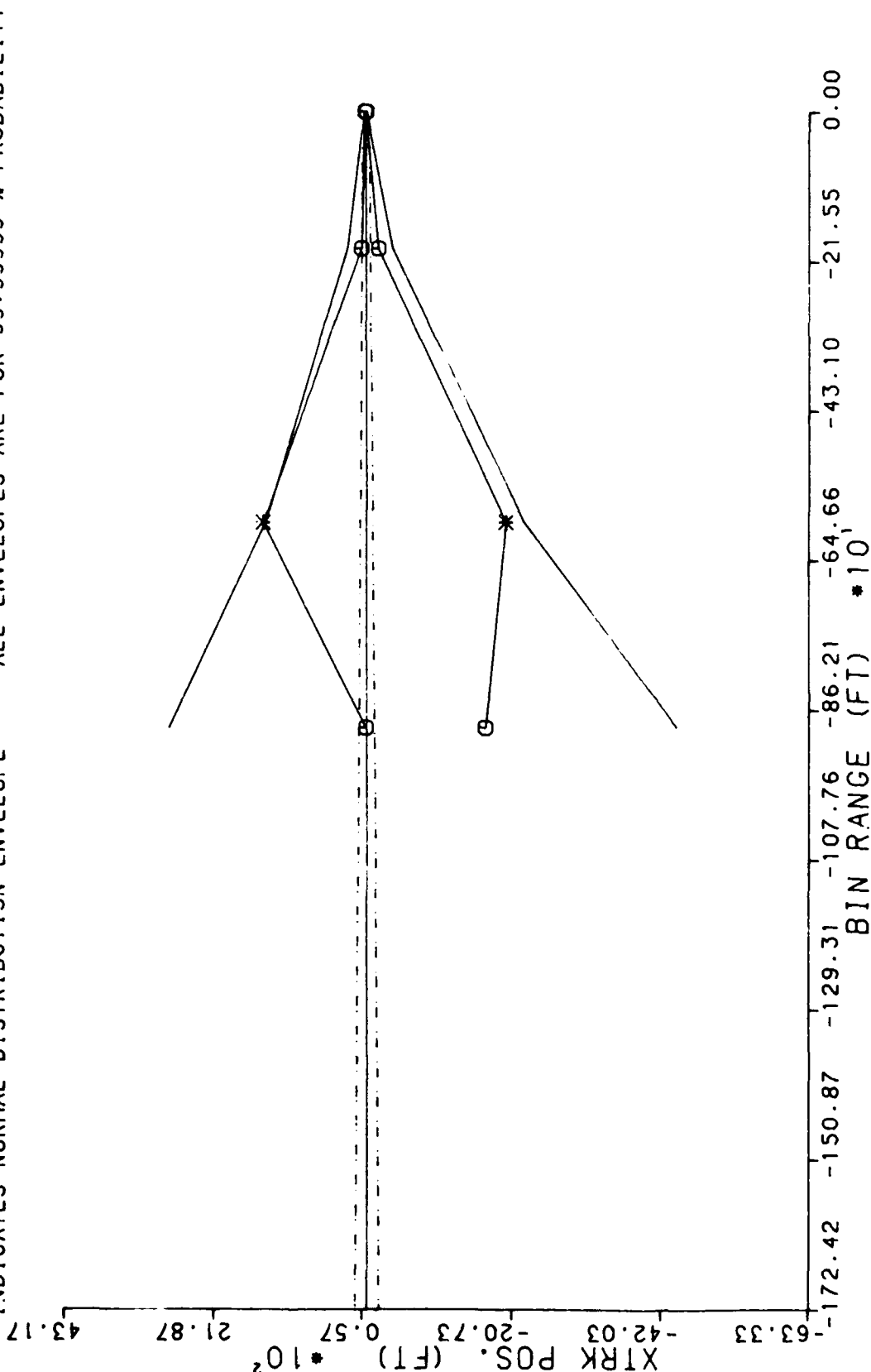
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE CURVED DEPARTURES

CROSSRACK POSITION (FT) VS. BIN RANGE (FT) --- INDICATES FAA APPROACH SURFACE

○ INDICATES BETA DISTRIBUTION RANGE LIMIT \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

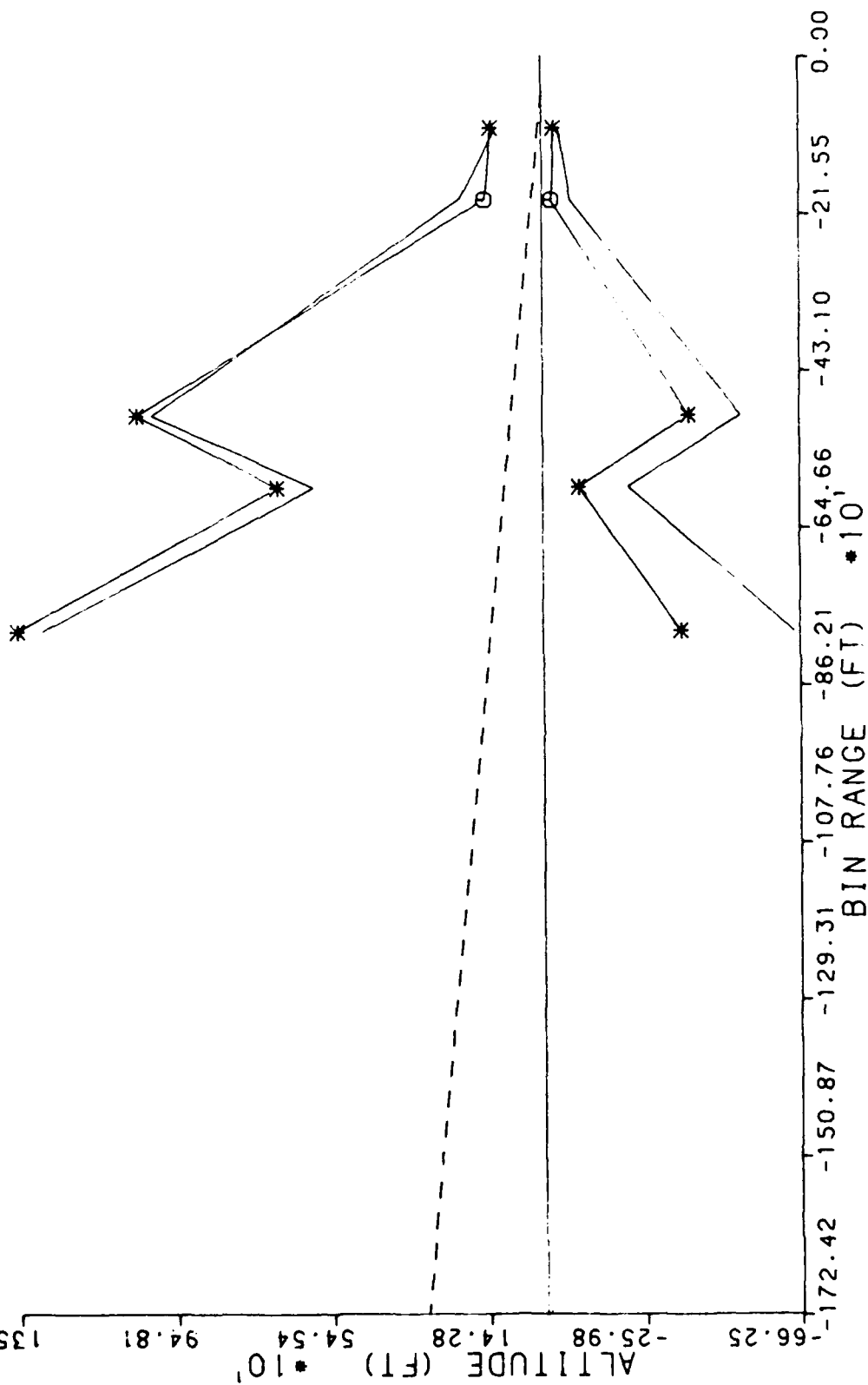
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 ATLANTIC CITY AIRPORT, NJ 08403



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE CURVED DEPARTURES  
 ALTITUDE (FT) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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 ATLANTIC CITY AIRPORT, NJ 08403

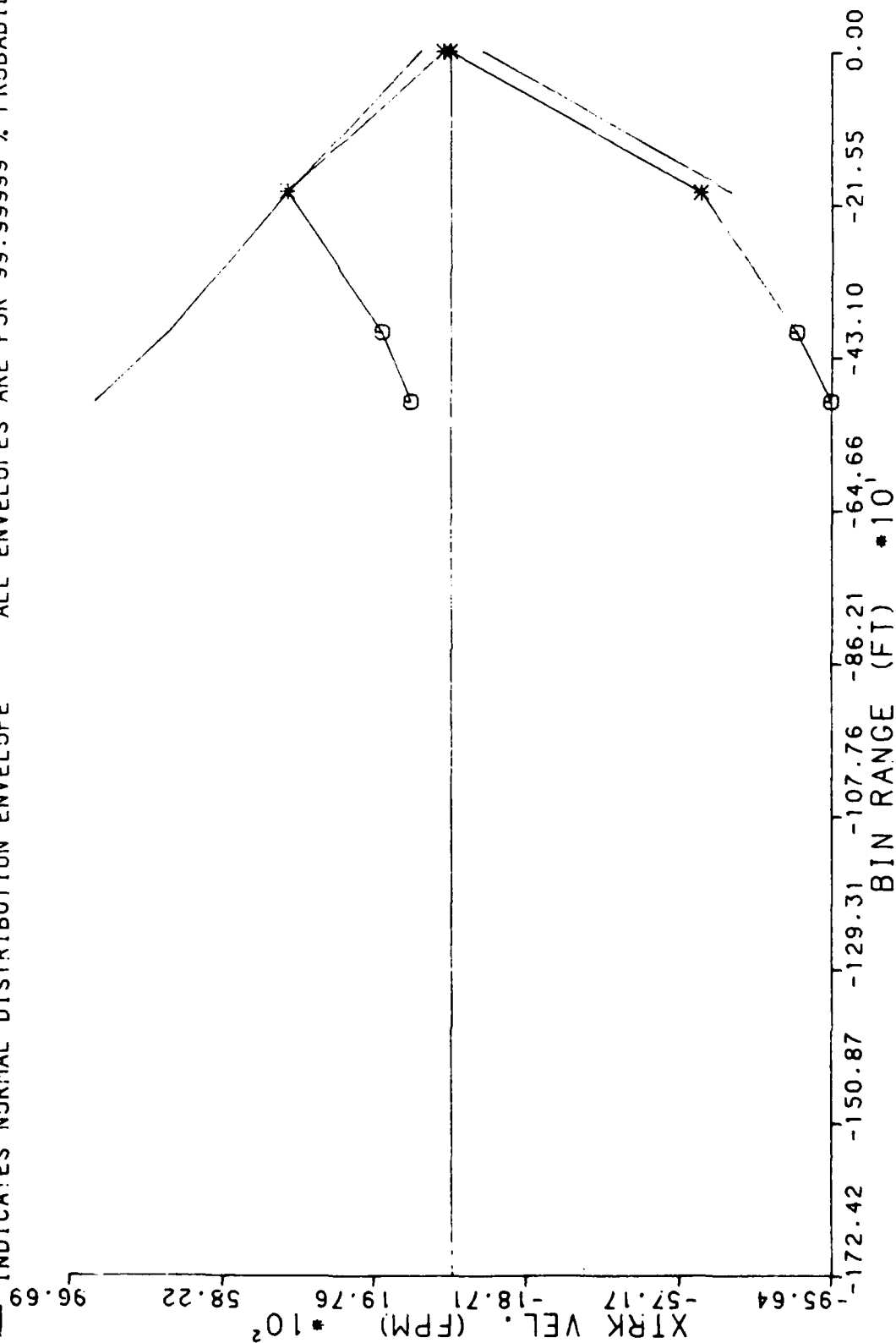
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE CURVED DEPARTURES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

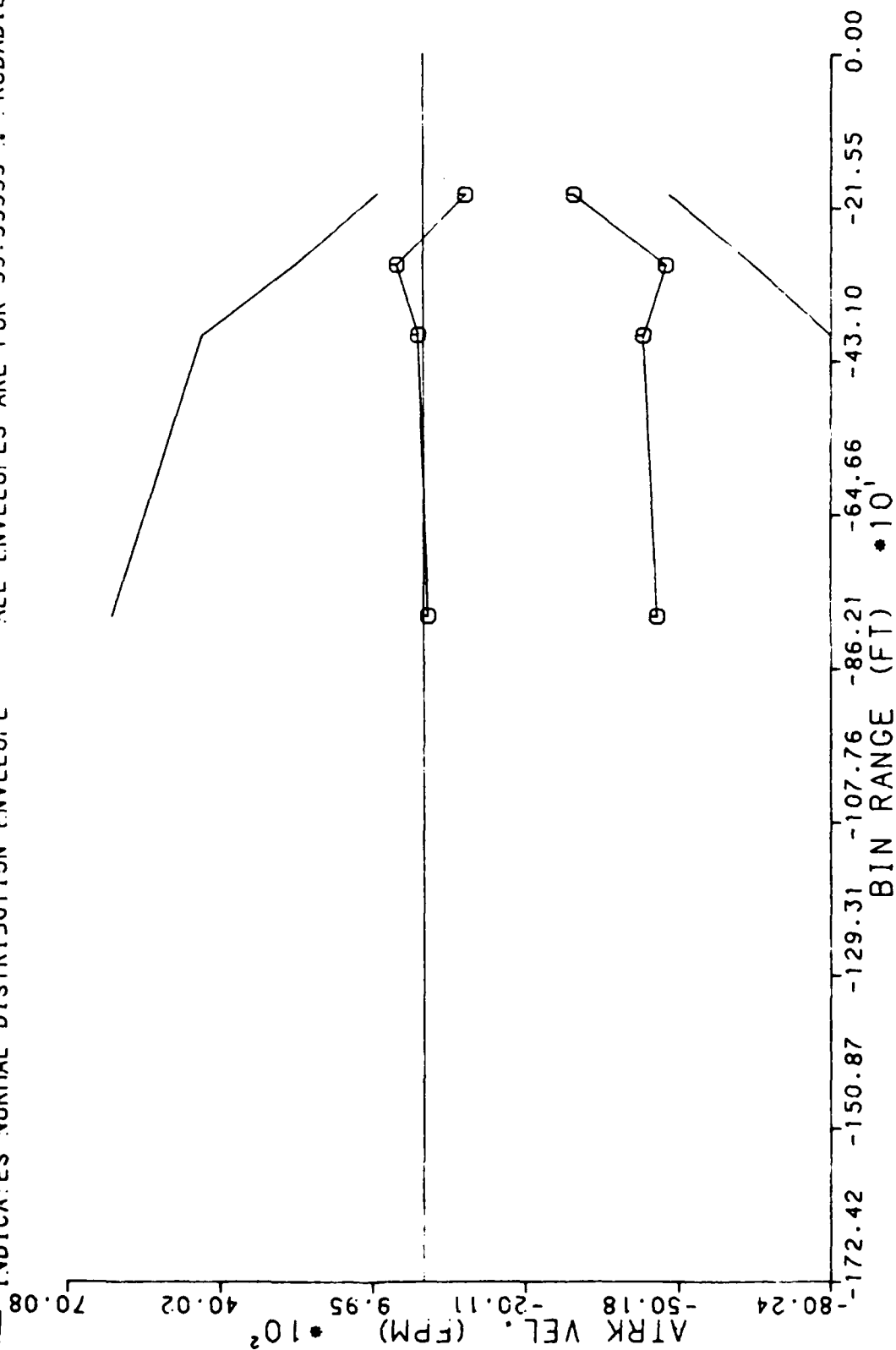
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE CURVED DEPARTURES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE CURVED DEPARTURES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

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 ATLANTIC CITY AIRPORT, NJ 08403

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

VERT VEL. (FPM) \* 10<sup>1</sup>  
 356.9  
 356.9  
 260.53  
 164.10  
 67.67  
 28.76  
 125.19

\*

-172.42 -150.87 -129.31 -107.76 -86.21 -64.66 -43.10 -21.55 0.00  
 BIN RANGE (FT) \* 10<sup>1</sup>



# VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY

10 DEGREE CURVED DEPARTURES

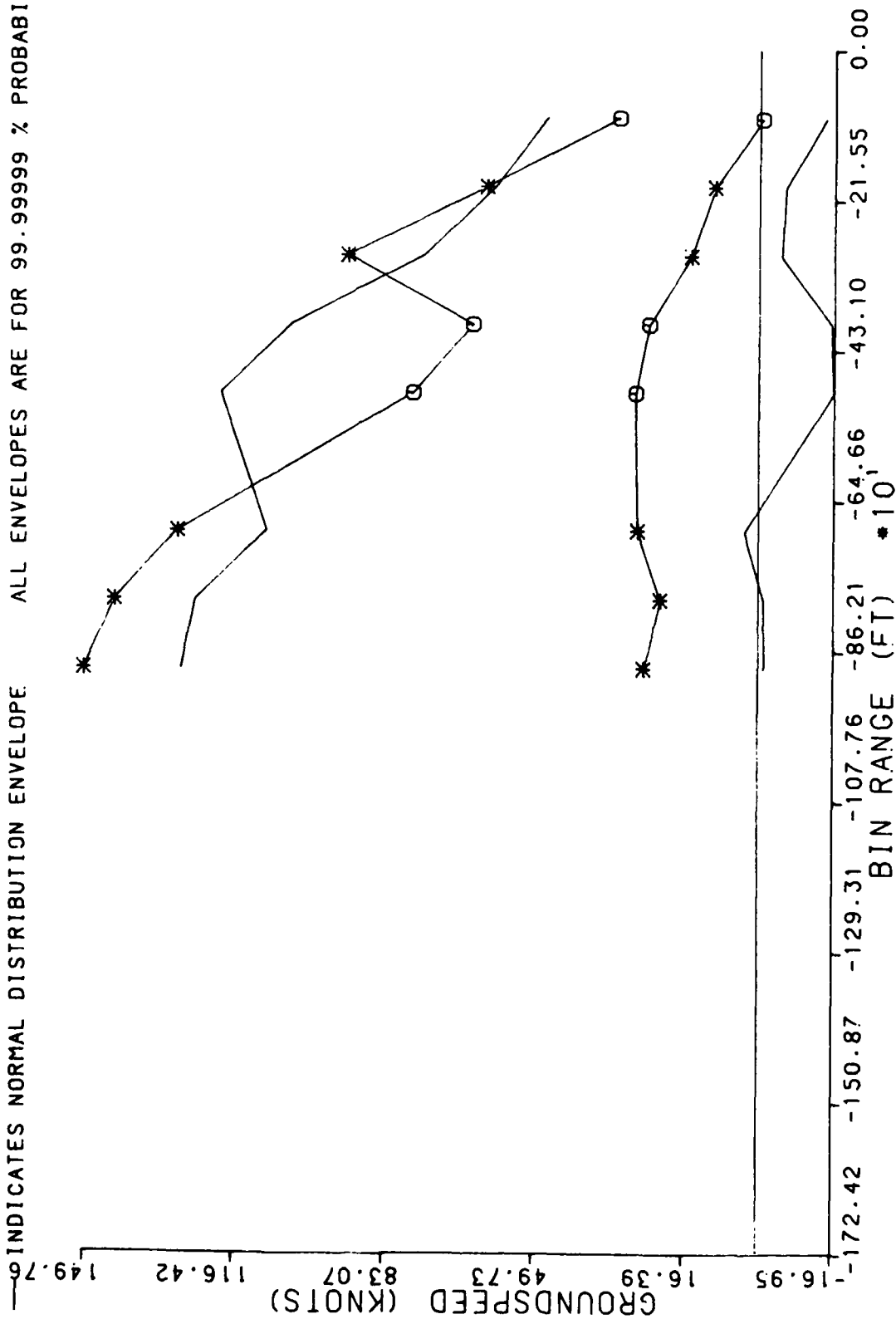
OUNDSPEED (KNOTS) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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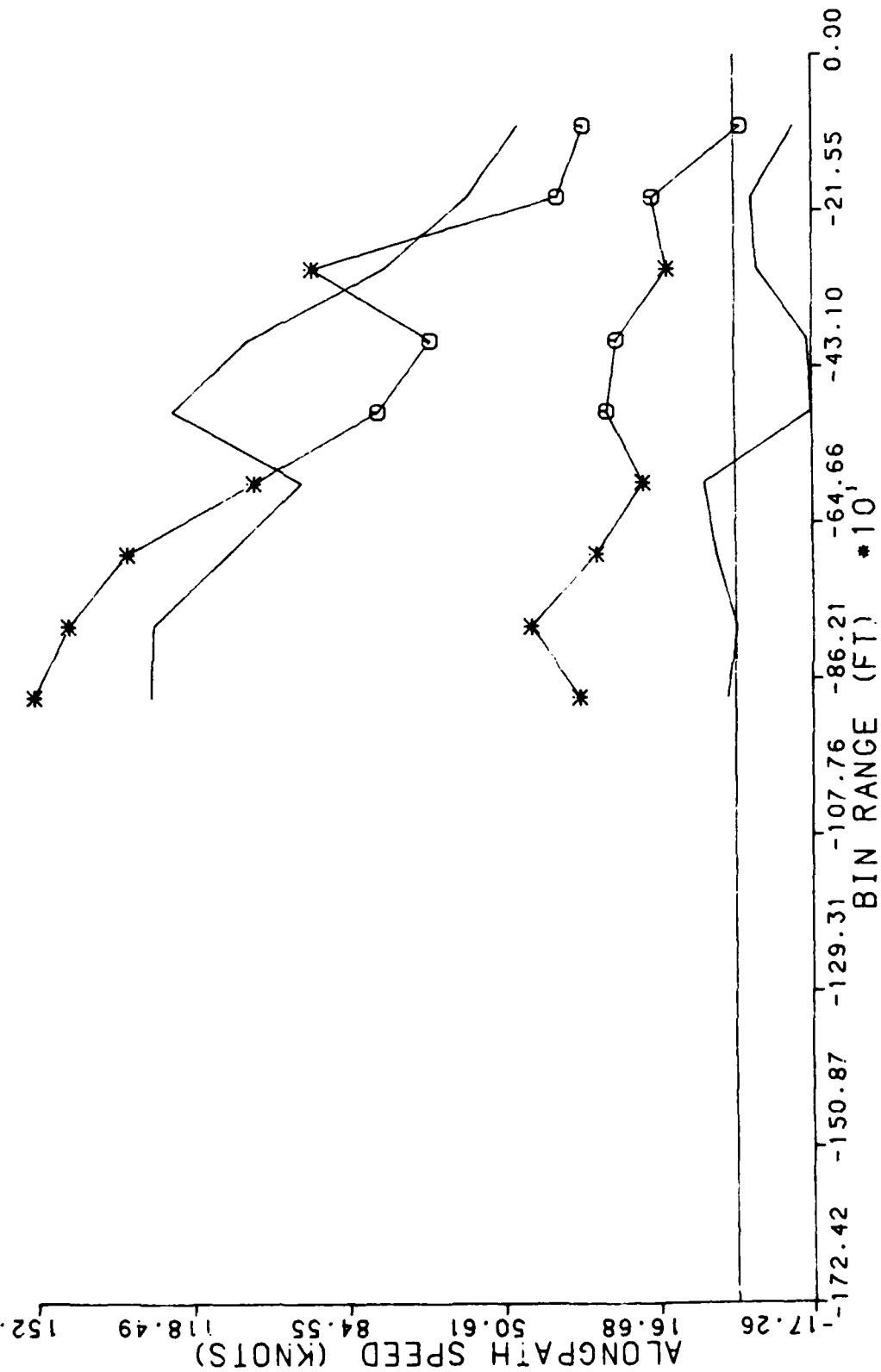
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE CURVED DEPARTURES

ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

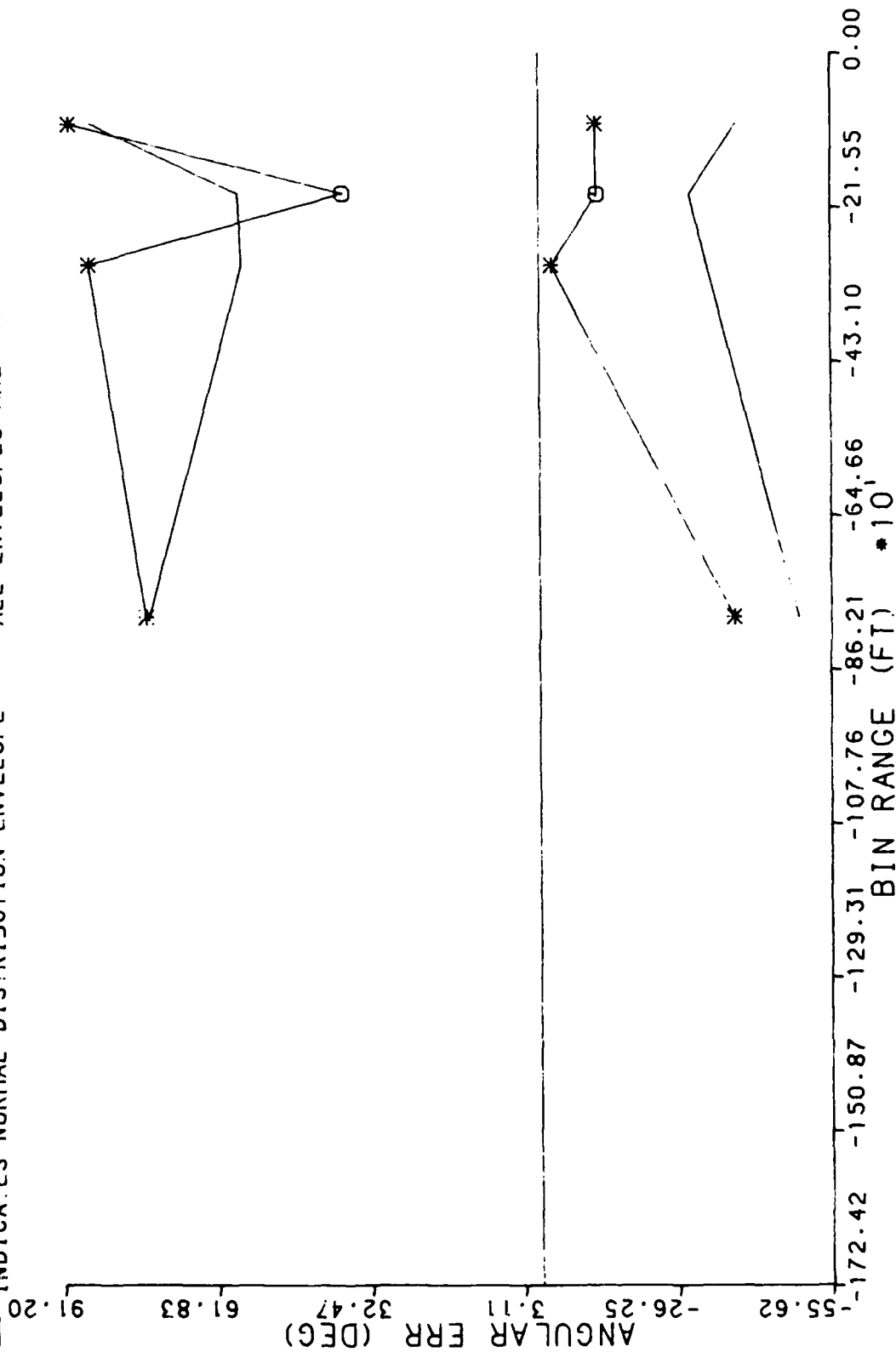
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE CURVED DEPARTURES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

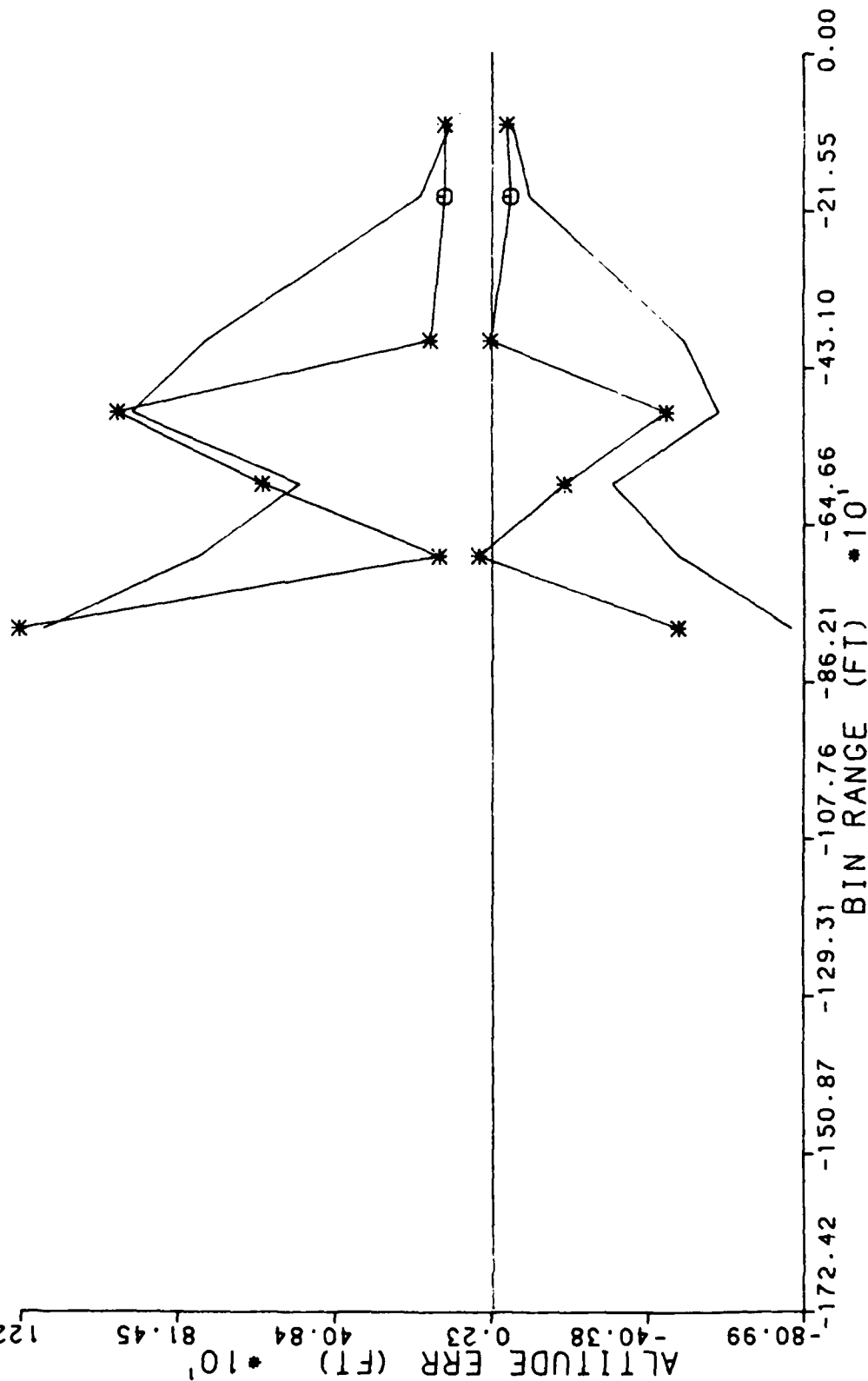
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE CURVED DEPARTURES  
 ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

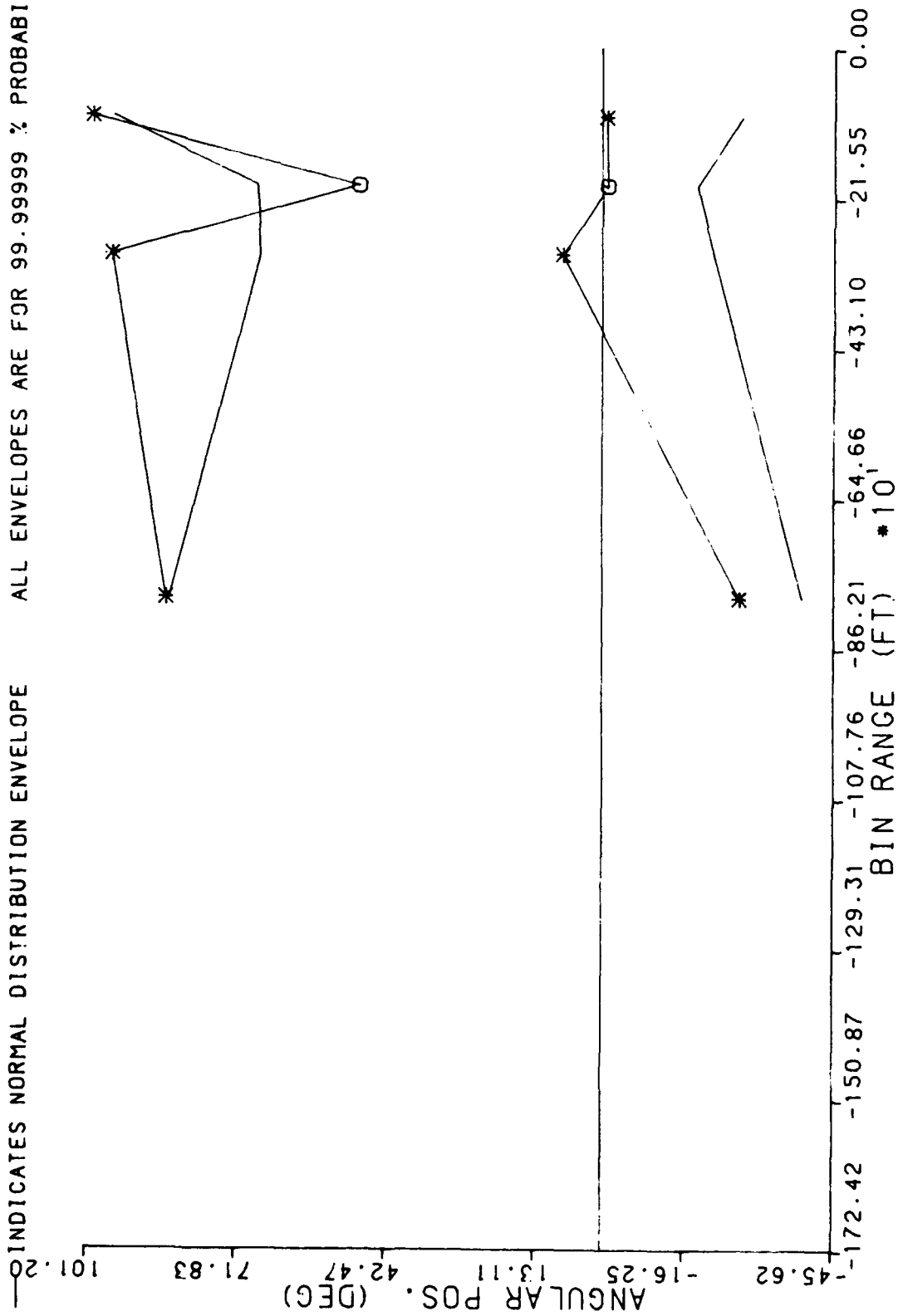
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE CURVED DEPARTURES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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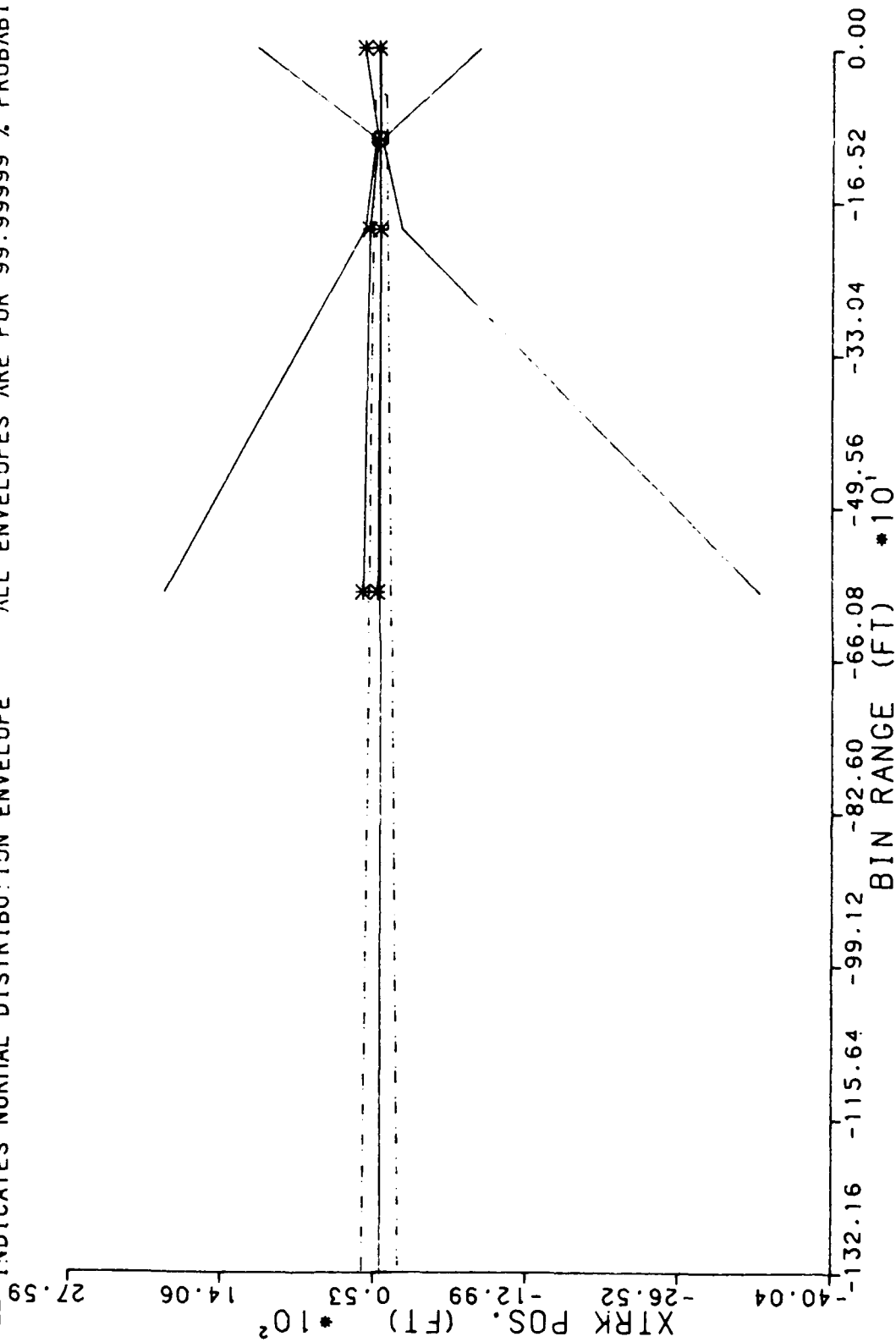
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 12 DEGREE CURVED DEPARTURES

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) - - - INDICATES FAA APPROACH SURFACE  
 CINDICATES BETA DISTRIBUTION RANGE LIMIT

--- INDICATES NORMAL DISTRIBUTION ENVELOPE

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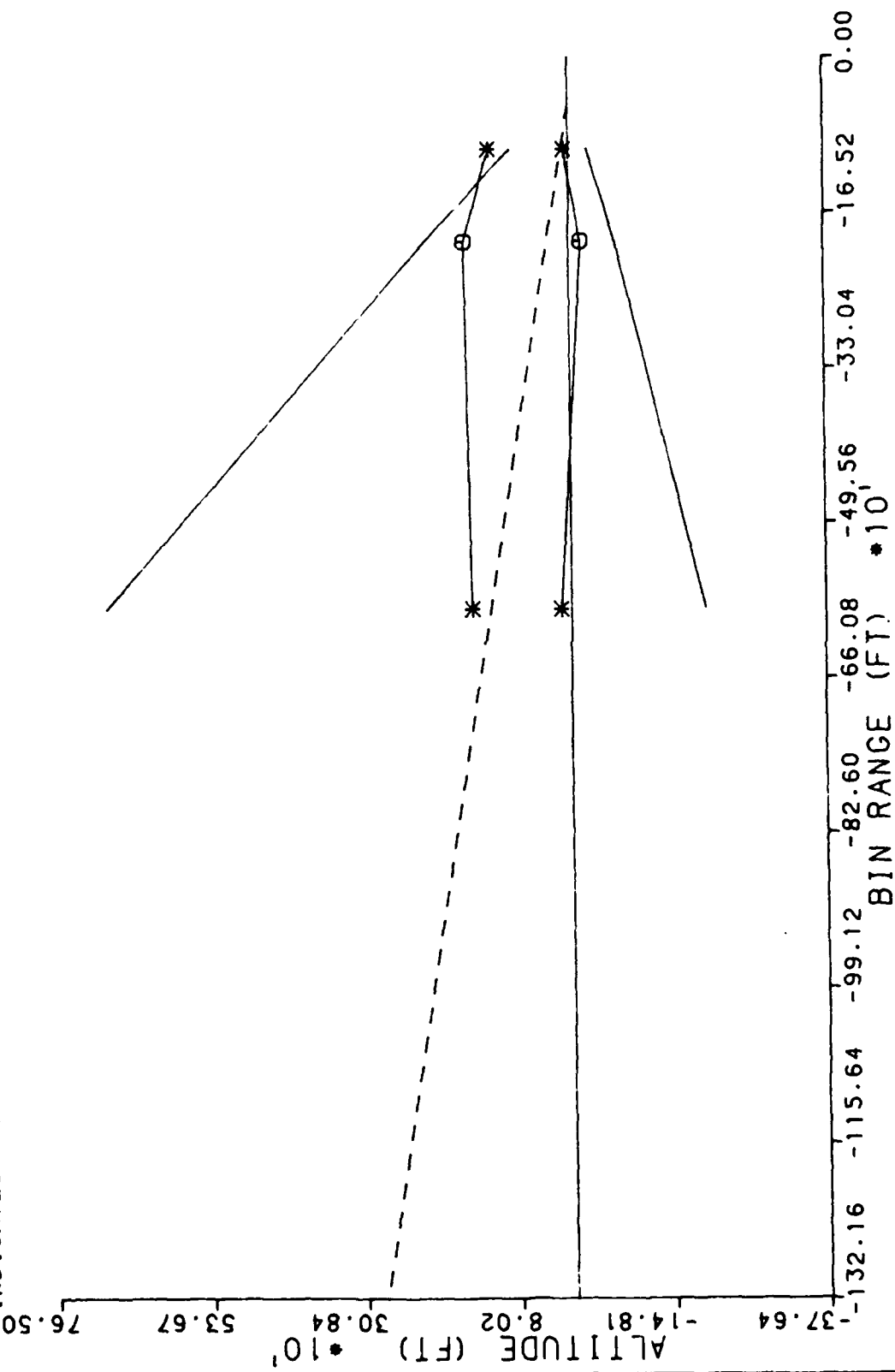
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 ATLANTIC CITY AIRPORT, NJ 08405



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 12 DEGREE CURVED DEPARTURES  
 ALTITUDE (FT) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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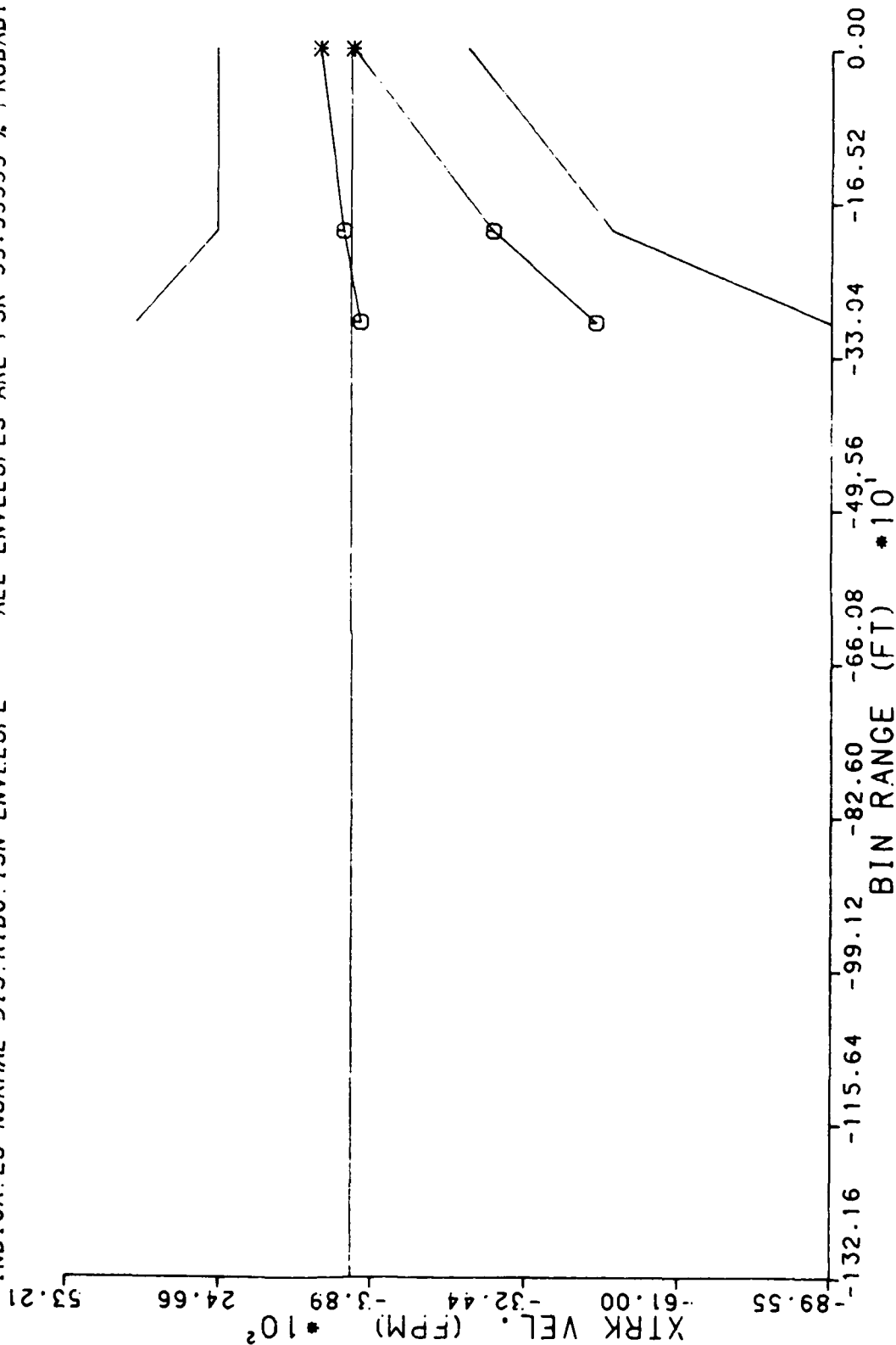
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 12 DEGREE CURVED DEPARTURES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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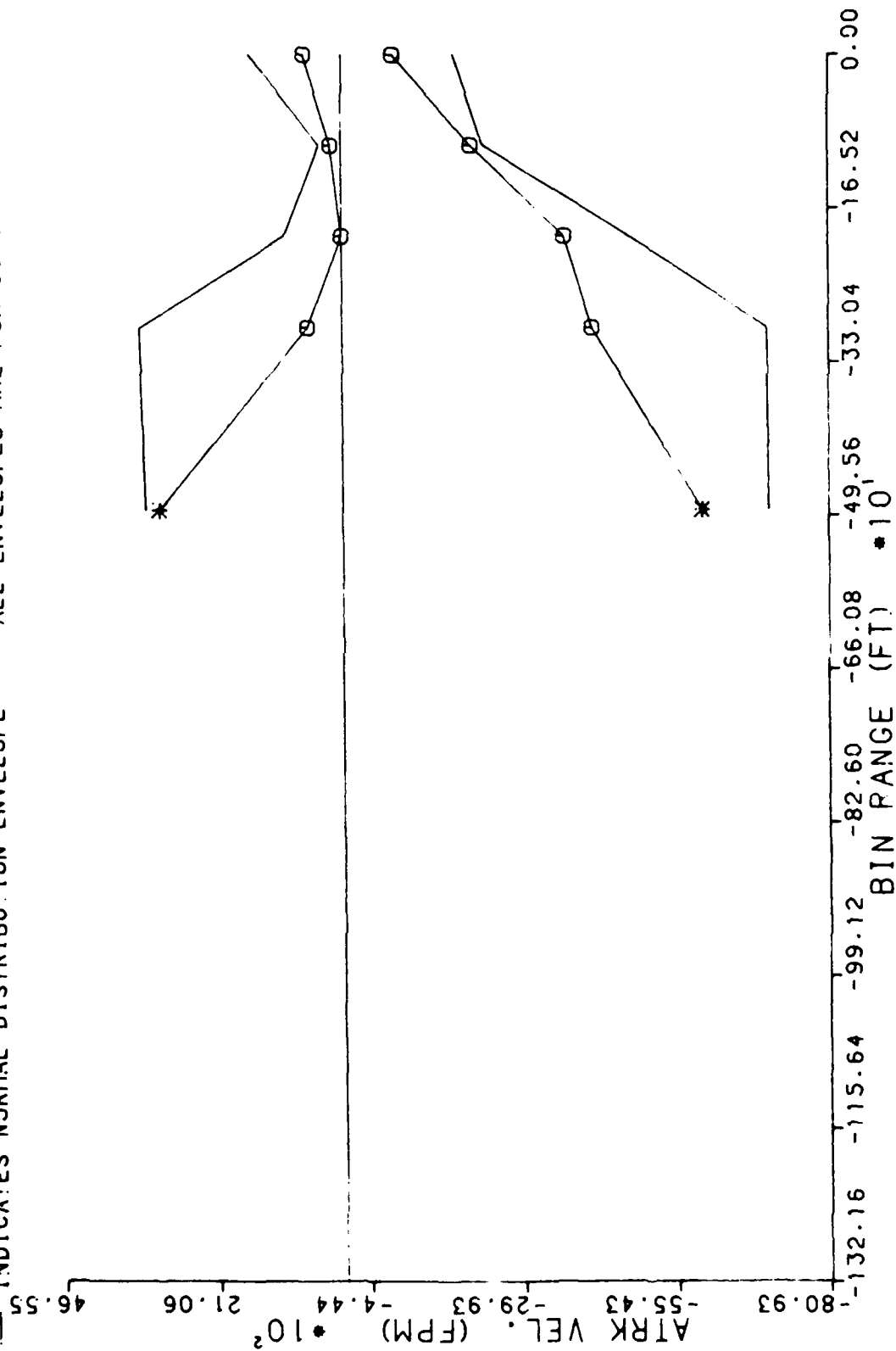




VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 12 DEGREE CURVED DEPARTURES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
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 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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 ATLANTA CITY AIRPORT, NJ 08435

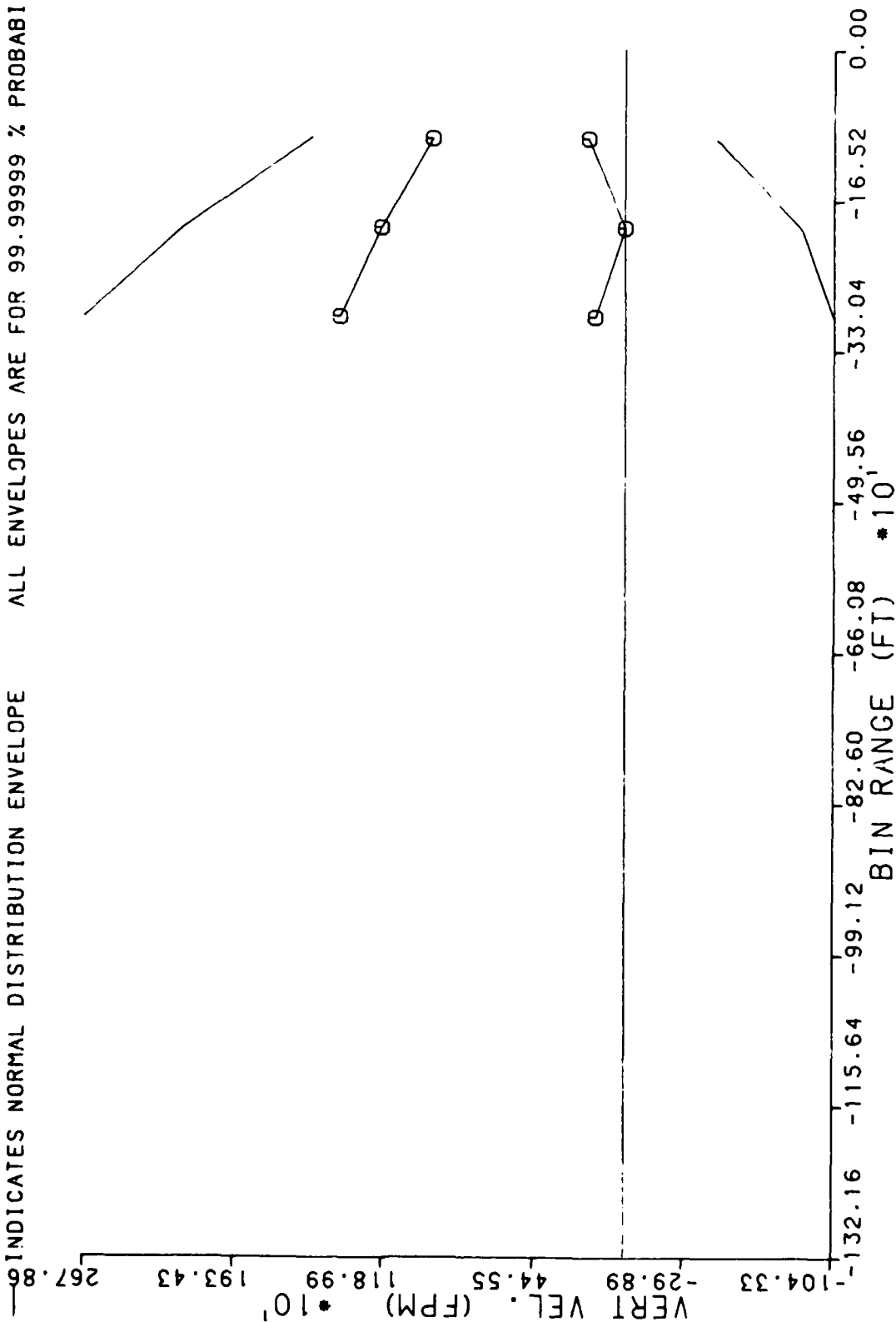
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 12 DEGREE CURVED DEPARTURES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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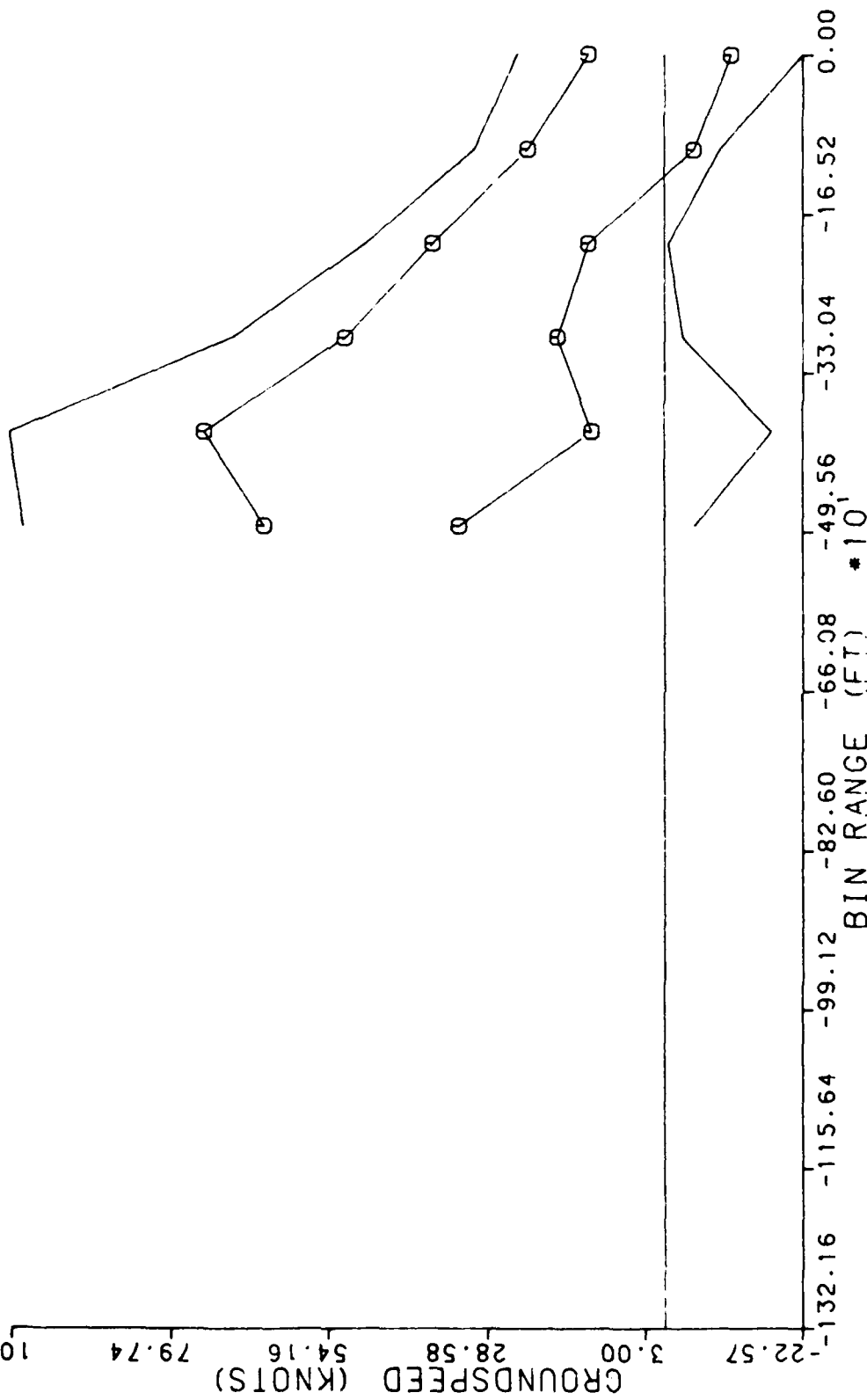
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 12 DEGREE CURVED DEPARTURES  
 GROUND SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

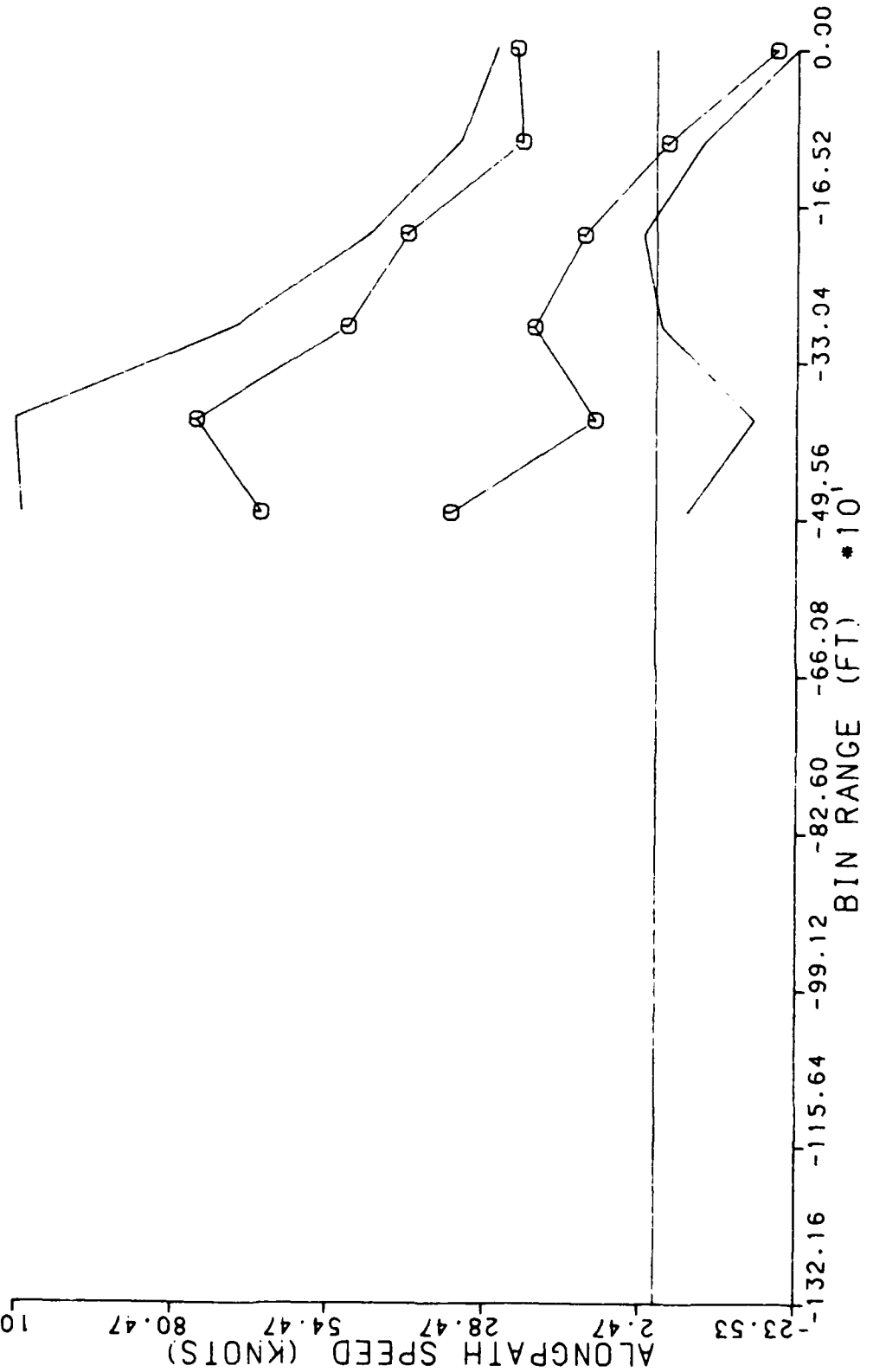
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 12 DEGREE CURVED DEPARTURES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

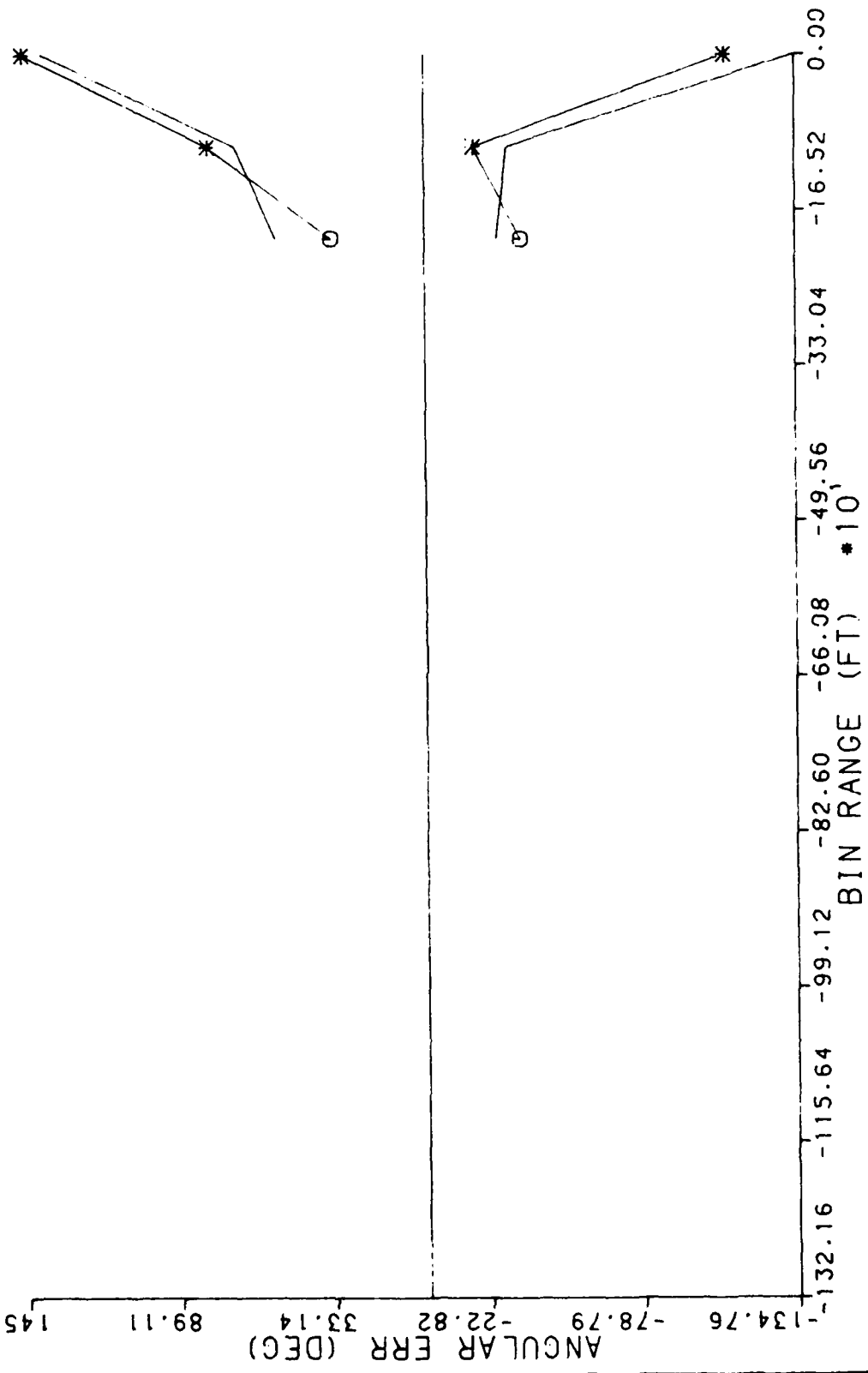
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99995 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 12 DEGREE CURVED DEPARTURES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTA CITY AIRPORT. YJ 08435

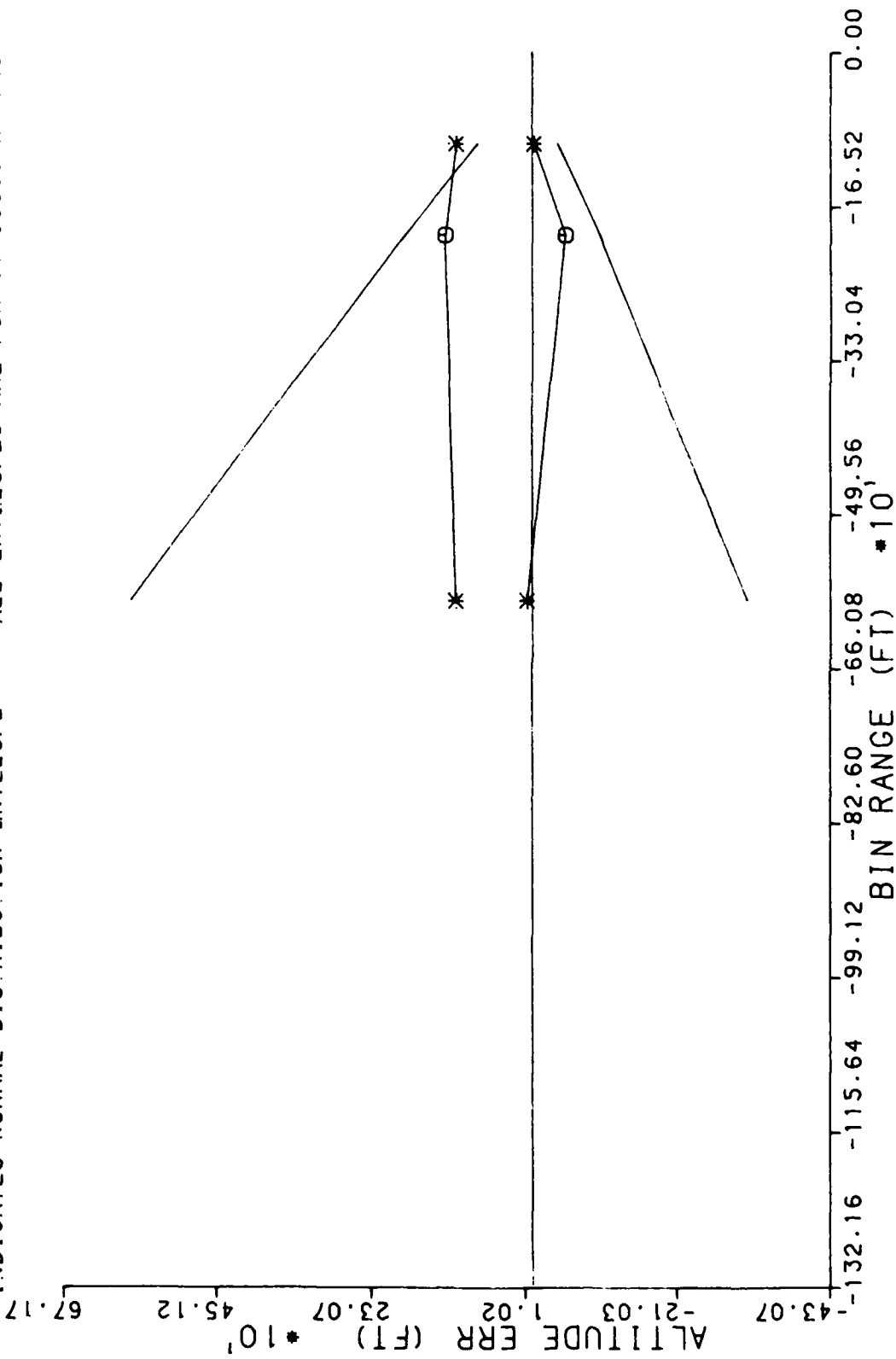
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 12 DEGREE CURVED DEPARTURES  
 ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT. NJ 08405

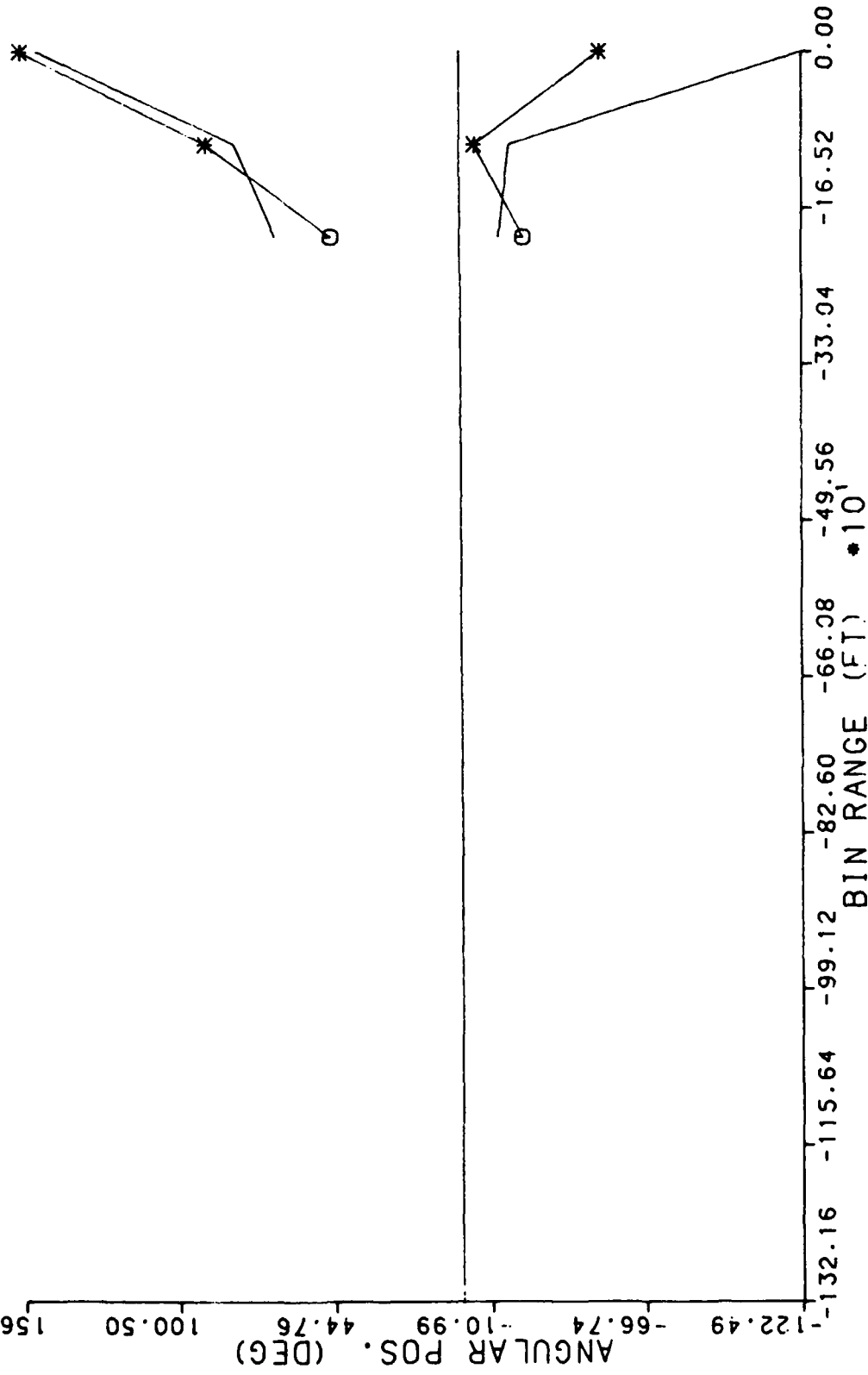
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 12 DEGREE CURVED DEPARTURES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 \* INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



APPENDIX K

DISTRIBUTION COMPARISON PLOTS FOR OH-6 DATA



The plots presented in this appendix are arranged in a specific order. To make it easier to find a particular plot, the order of the plots are explained here.

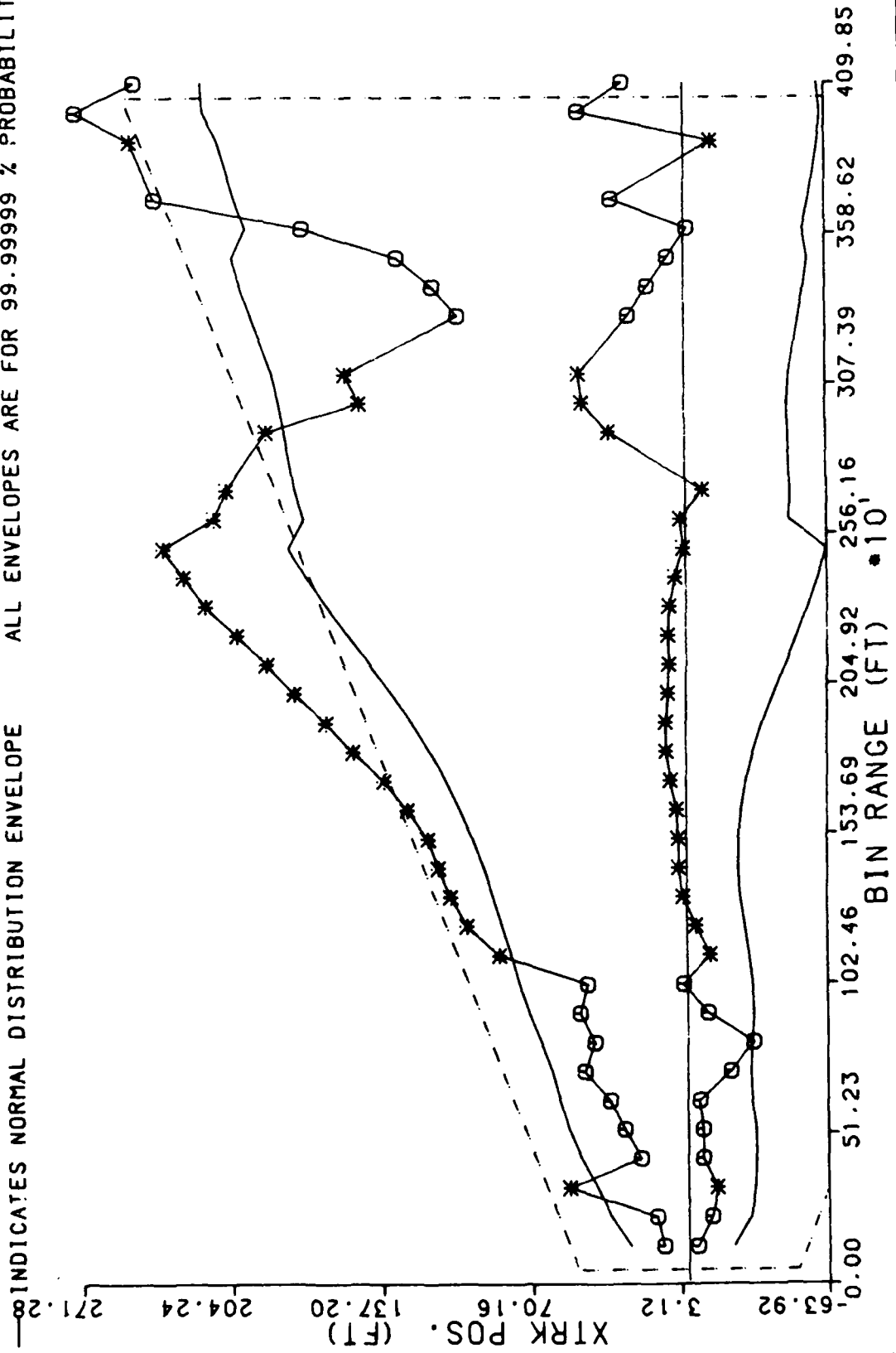
There are four major divisions of the plots (in order of presentation): straight-in approaches, curved approaches, straight-out departures, and curved departures. There are three first line subdivisions in each of the major divisions. For approaches they are: 7.125°, 8.00°, and 10.00° approaches. For departures they are: 7.125°, 10.00°, and 12.00° departures.

There are ten second line subdivisions in each first line division. The subdivisions for all first line subdivisions are: crosstrack position (ft), altitude (ft), crosstrack velocity (fpm), along track velocity (fpm), vertical velocity (fpm), groundspeed (kts), along path speed (kts), angular error (deg), altitude error (ft), and angular position (deg).

VMC DISTRIBUTION ANALYSIS-- OM6 DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

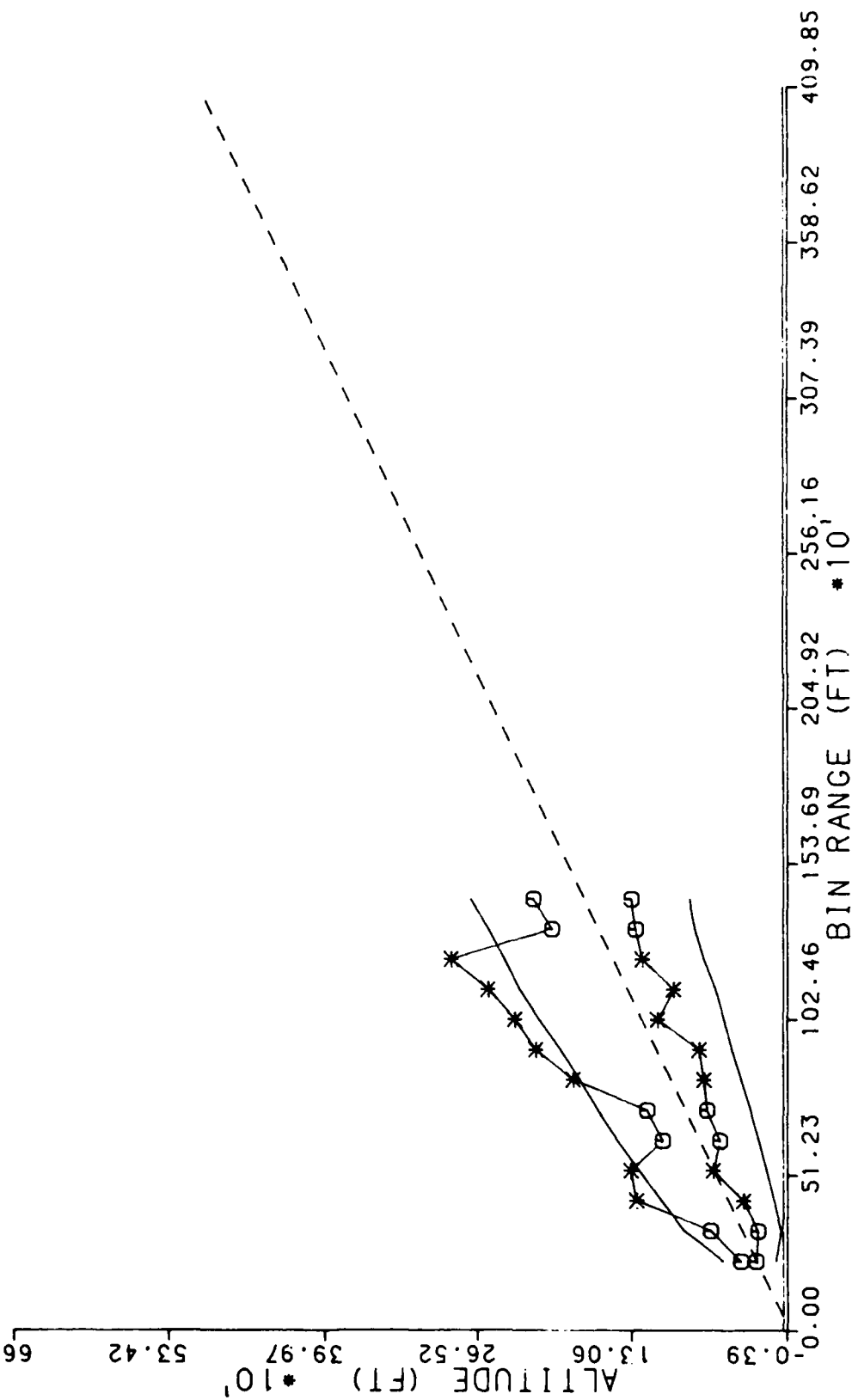
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) --- INDICATES FAA APPROACH SURFACE  
O INDICATES BETA DISTRIBUTION RANGE LIMIT \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
--- INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE (FT) VS. BIN RANGE (FT)  
 \* INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT. NJ 08403

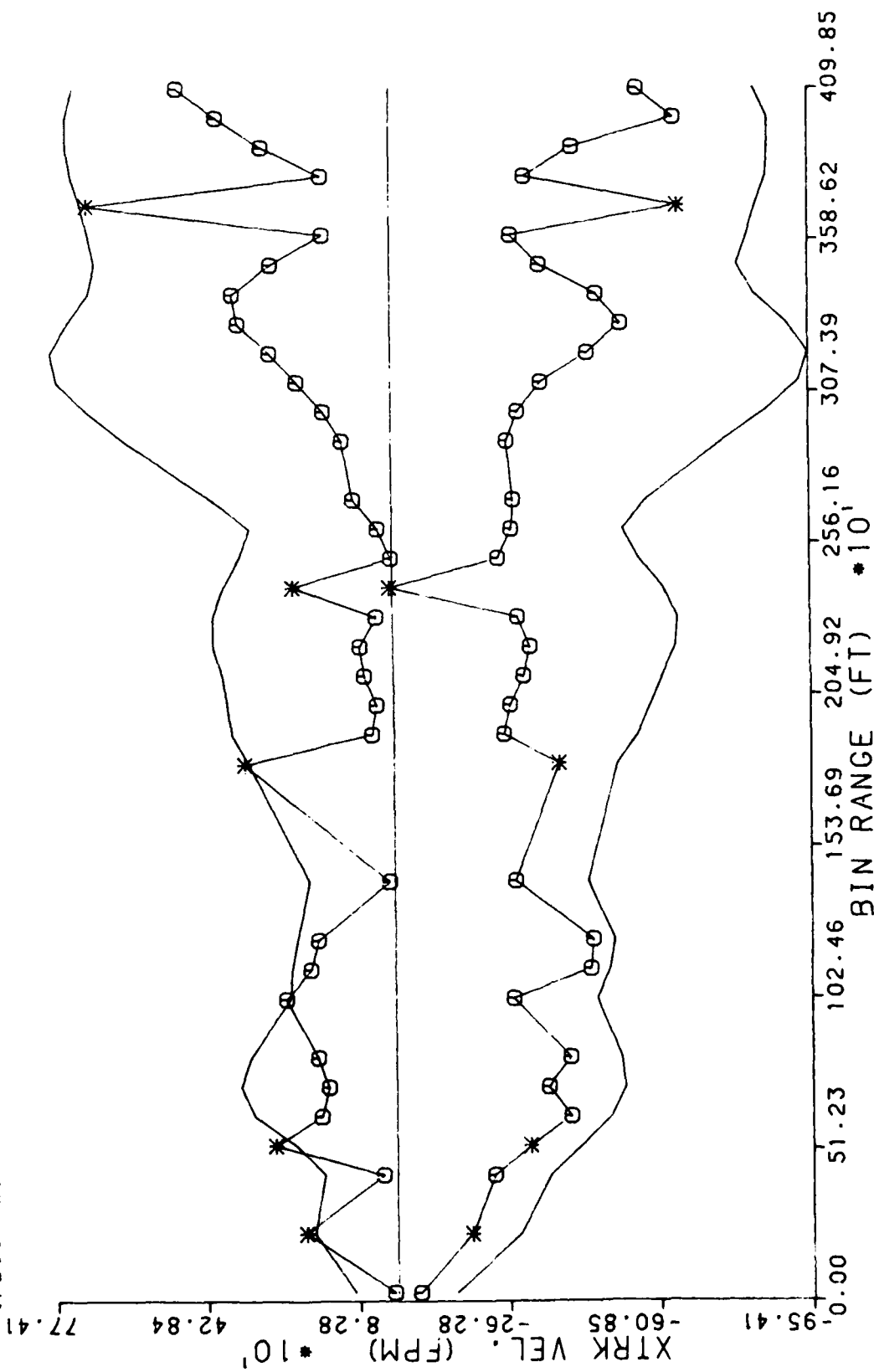
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS--- OHG DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACHES  
 CROSSRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

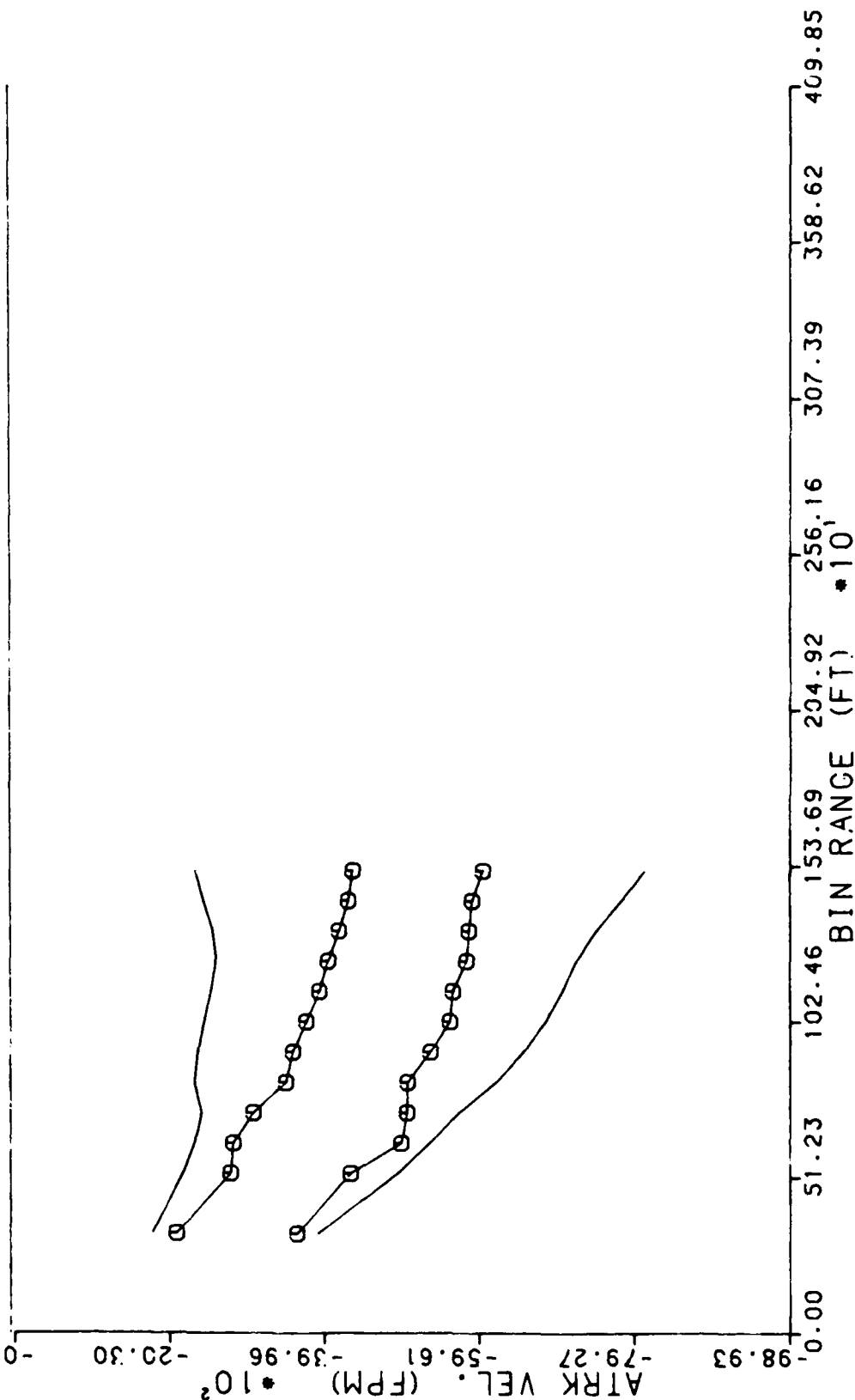
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACHES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



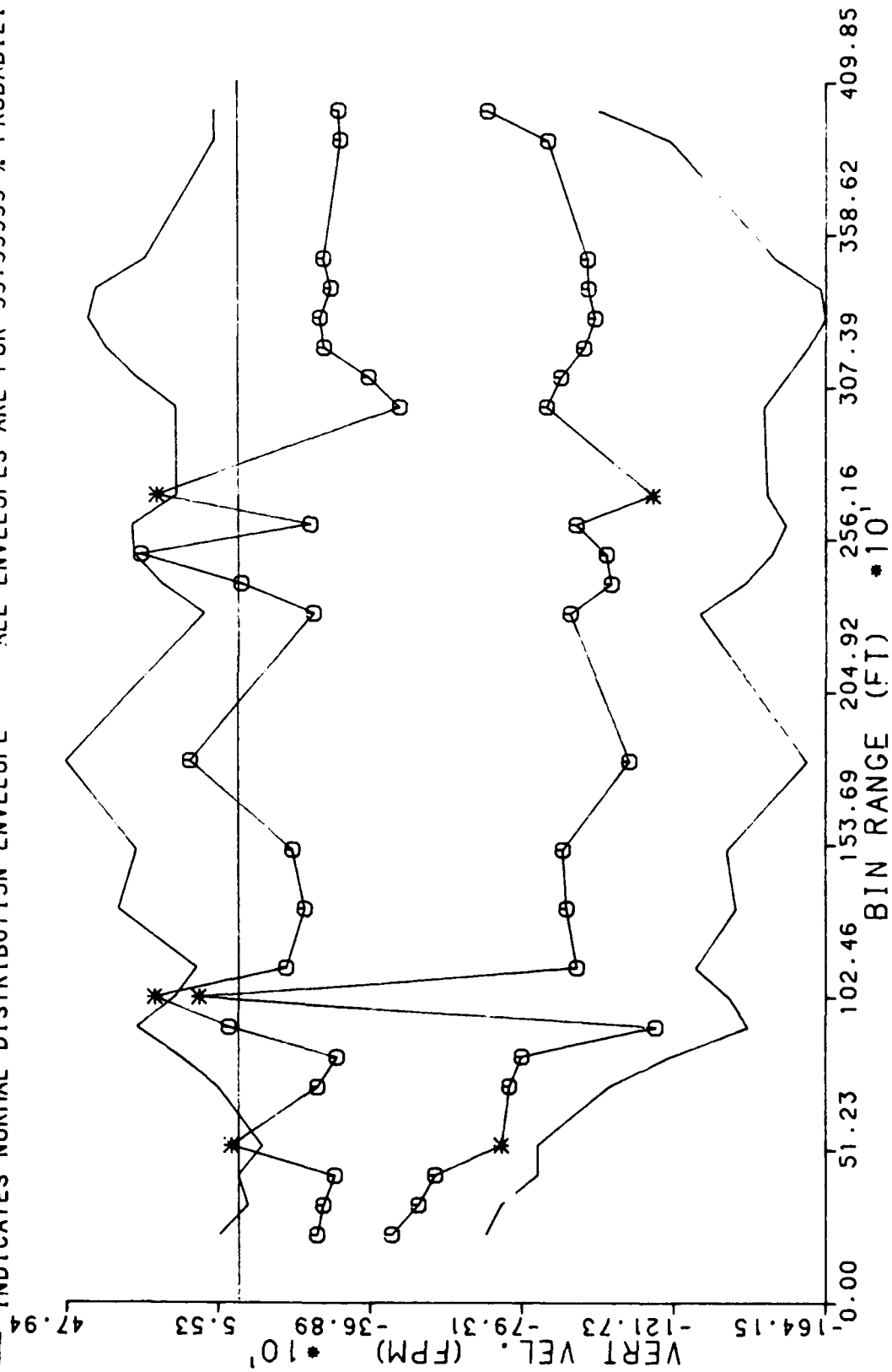
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES

VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08405

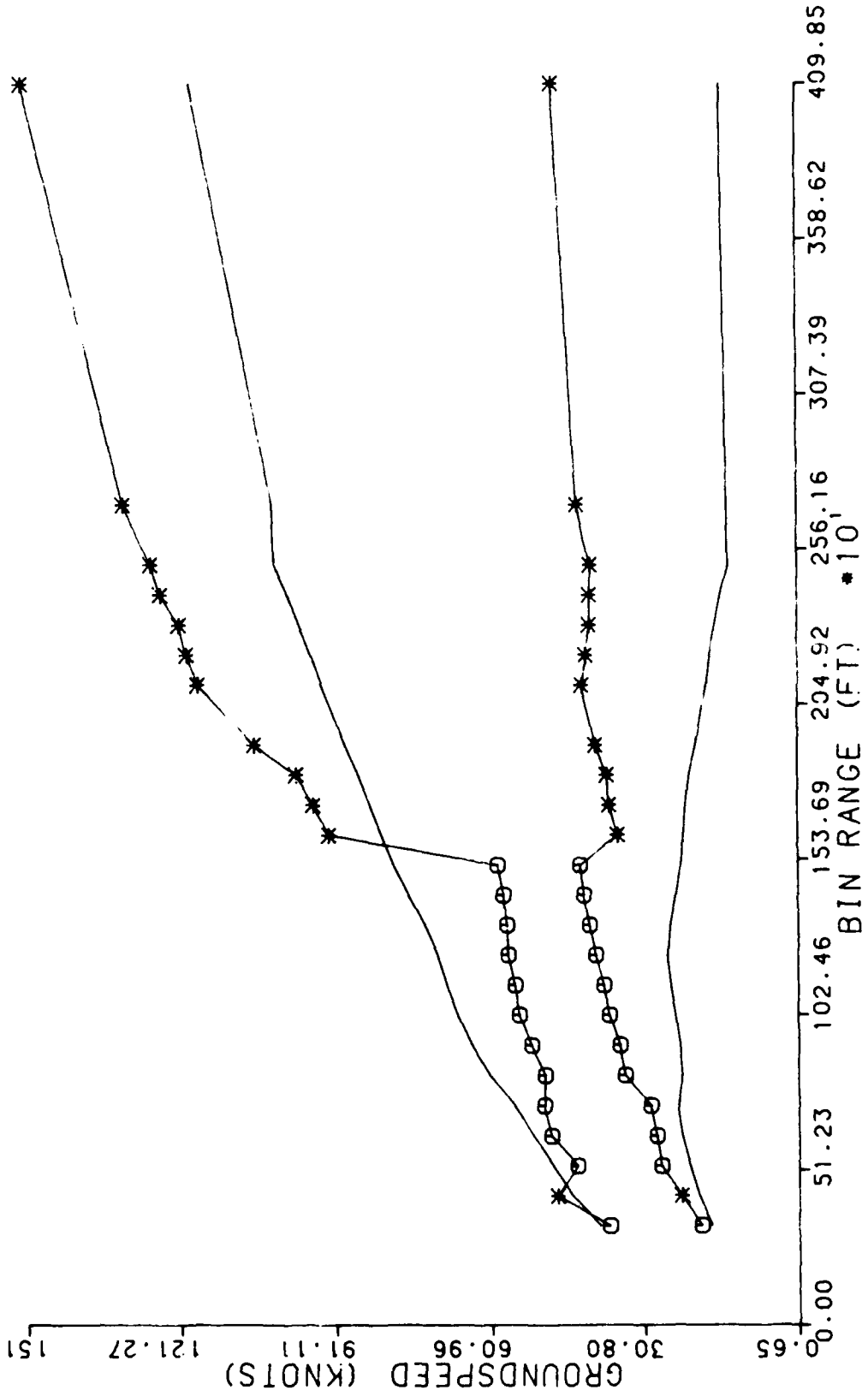
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OHG DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACHES  
 GROUND SPEED (KNOTS) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

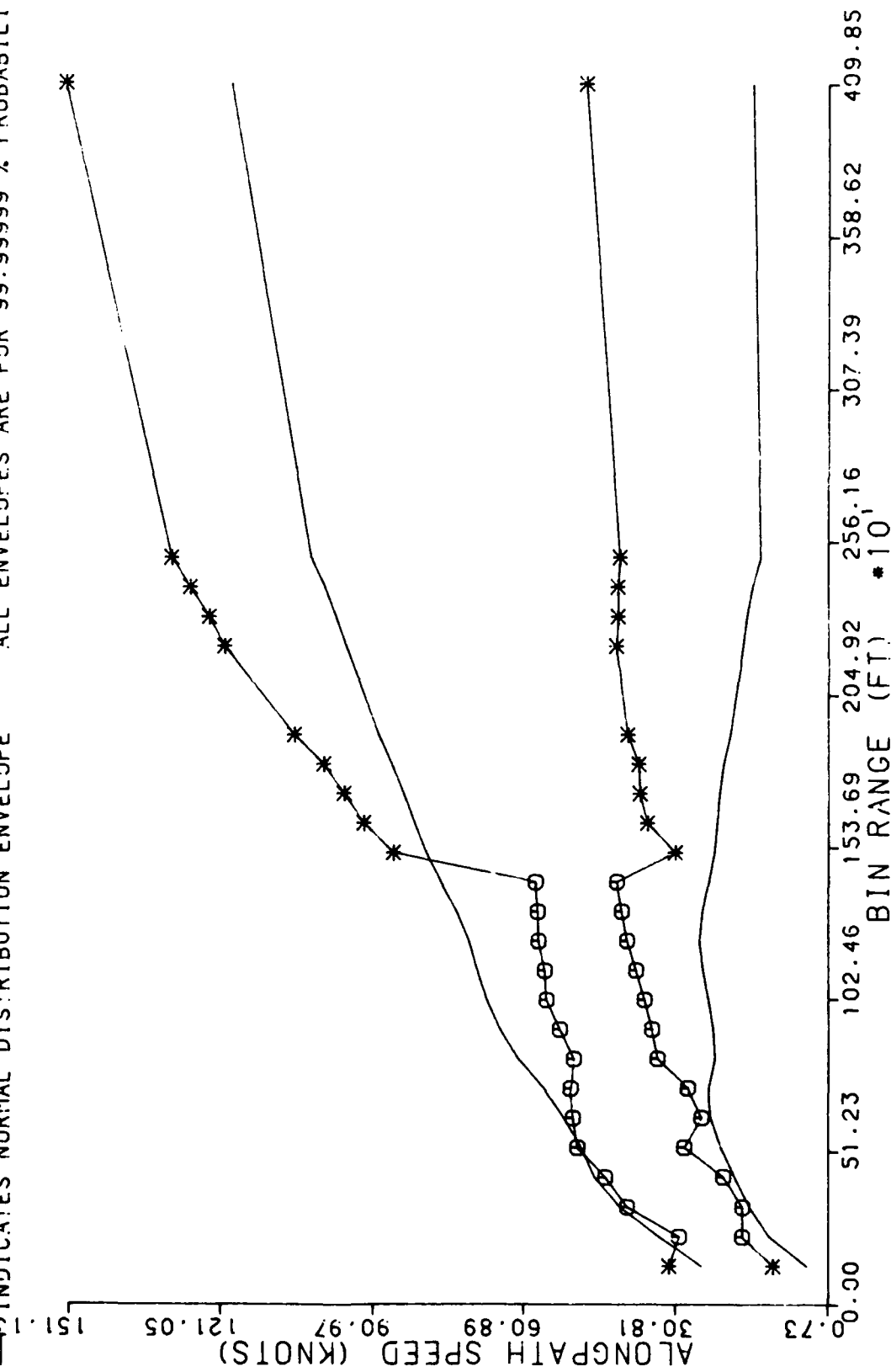
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACHES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

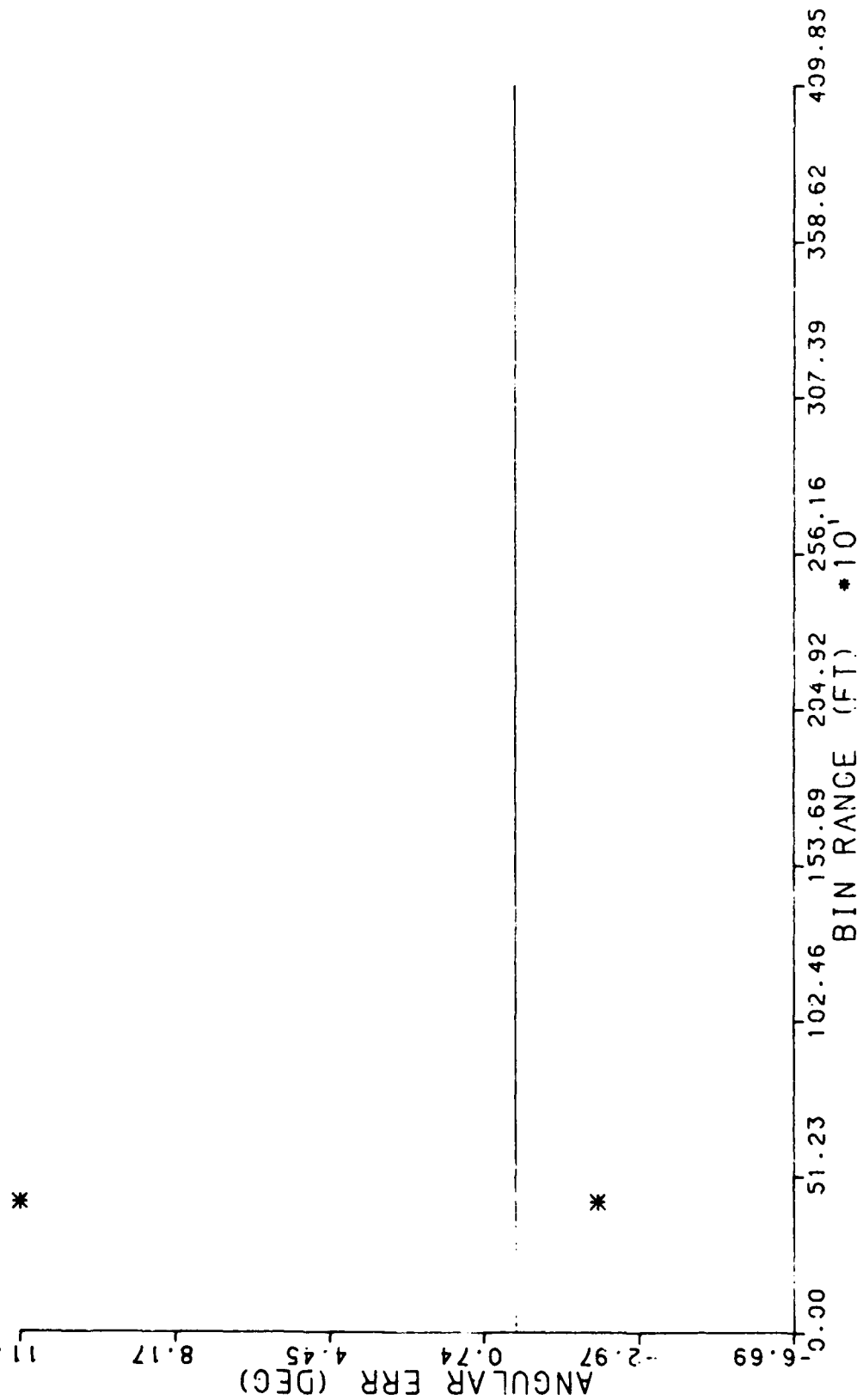




VMC DISTRIBUTION ANALYSIS--- 046 DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 --- INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

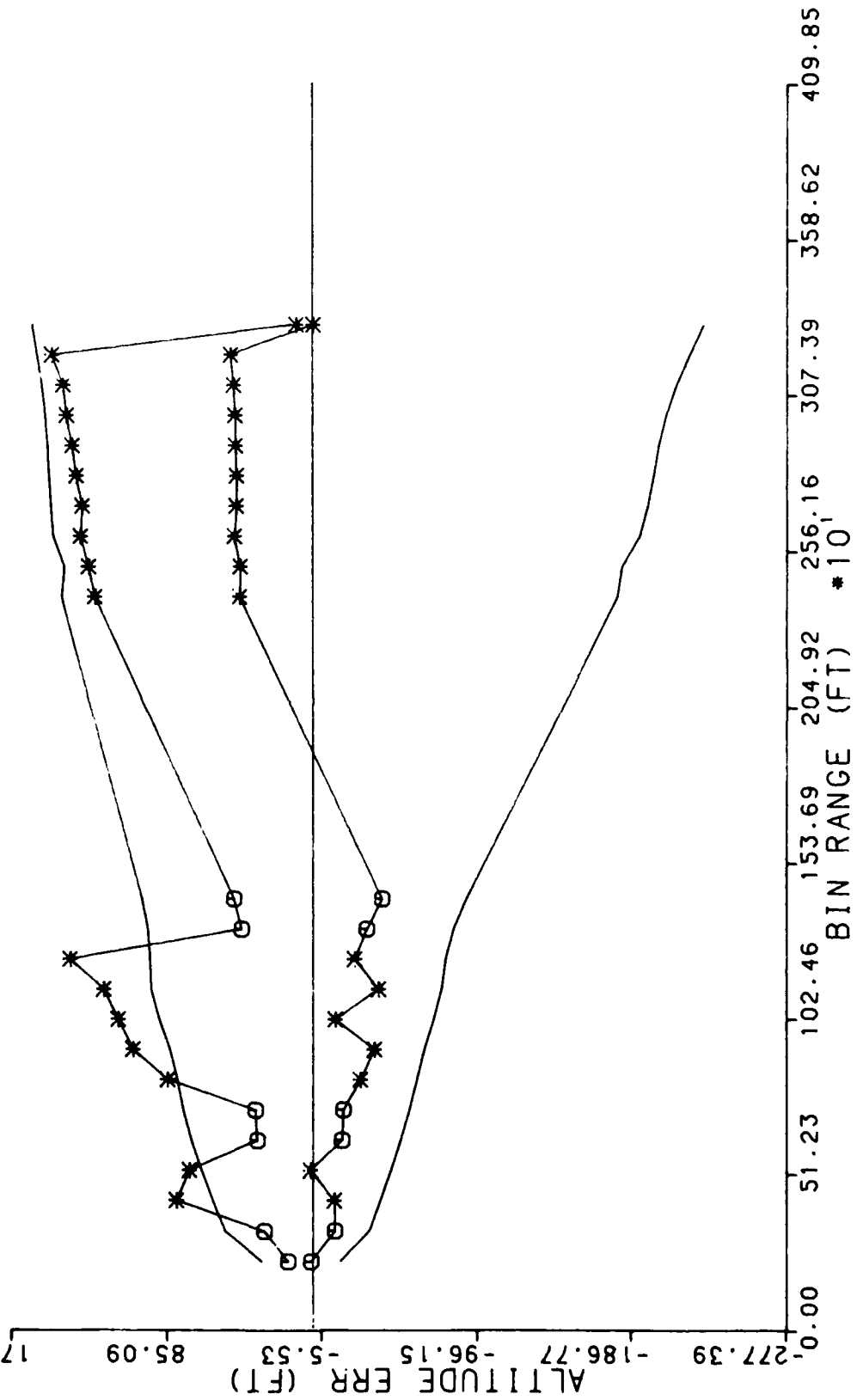
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

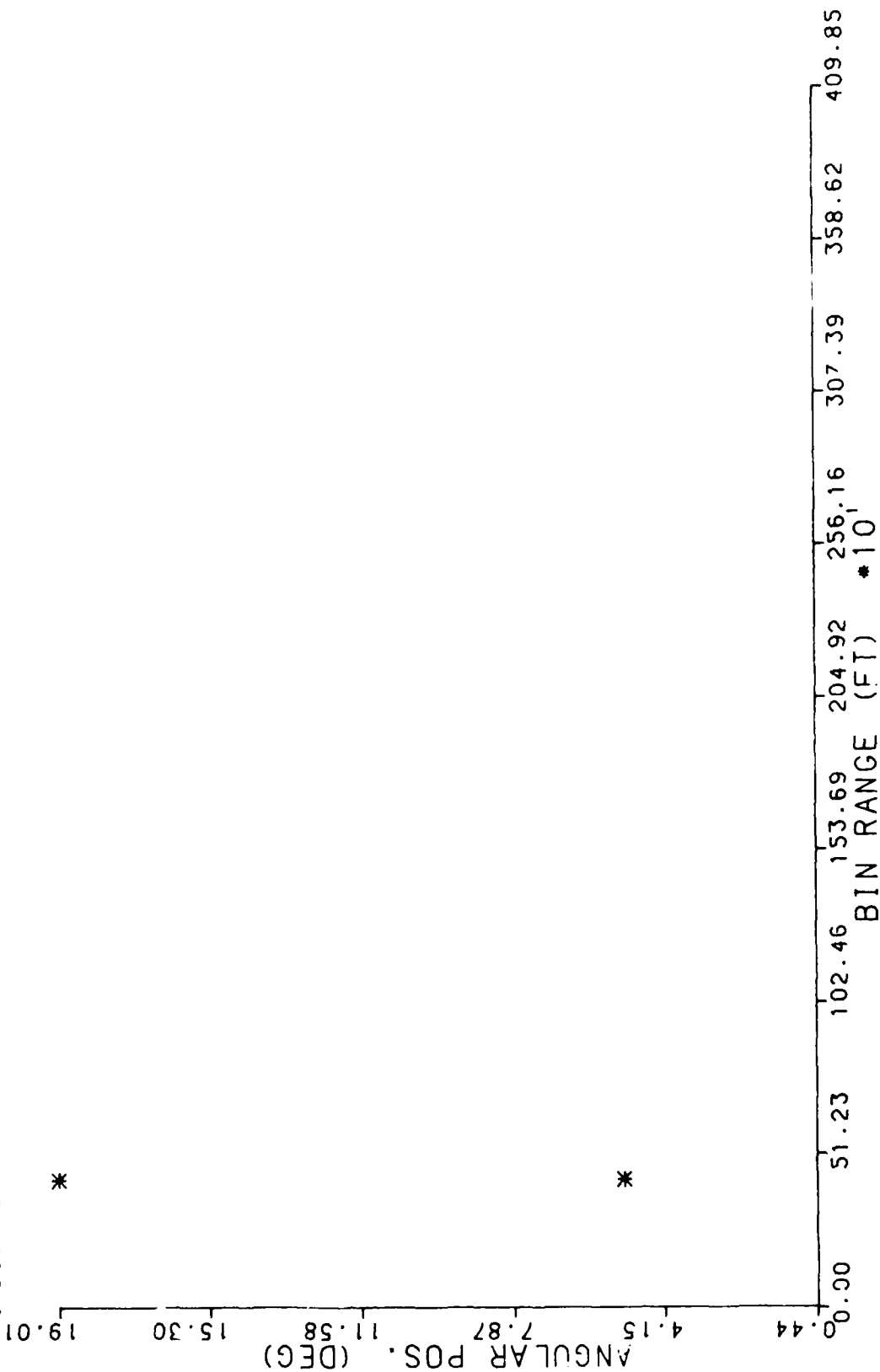
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY

8 DEGREE STRAIGHT IN APPROACHES

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

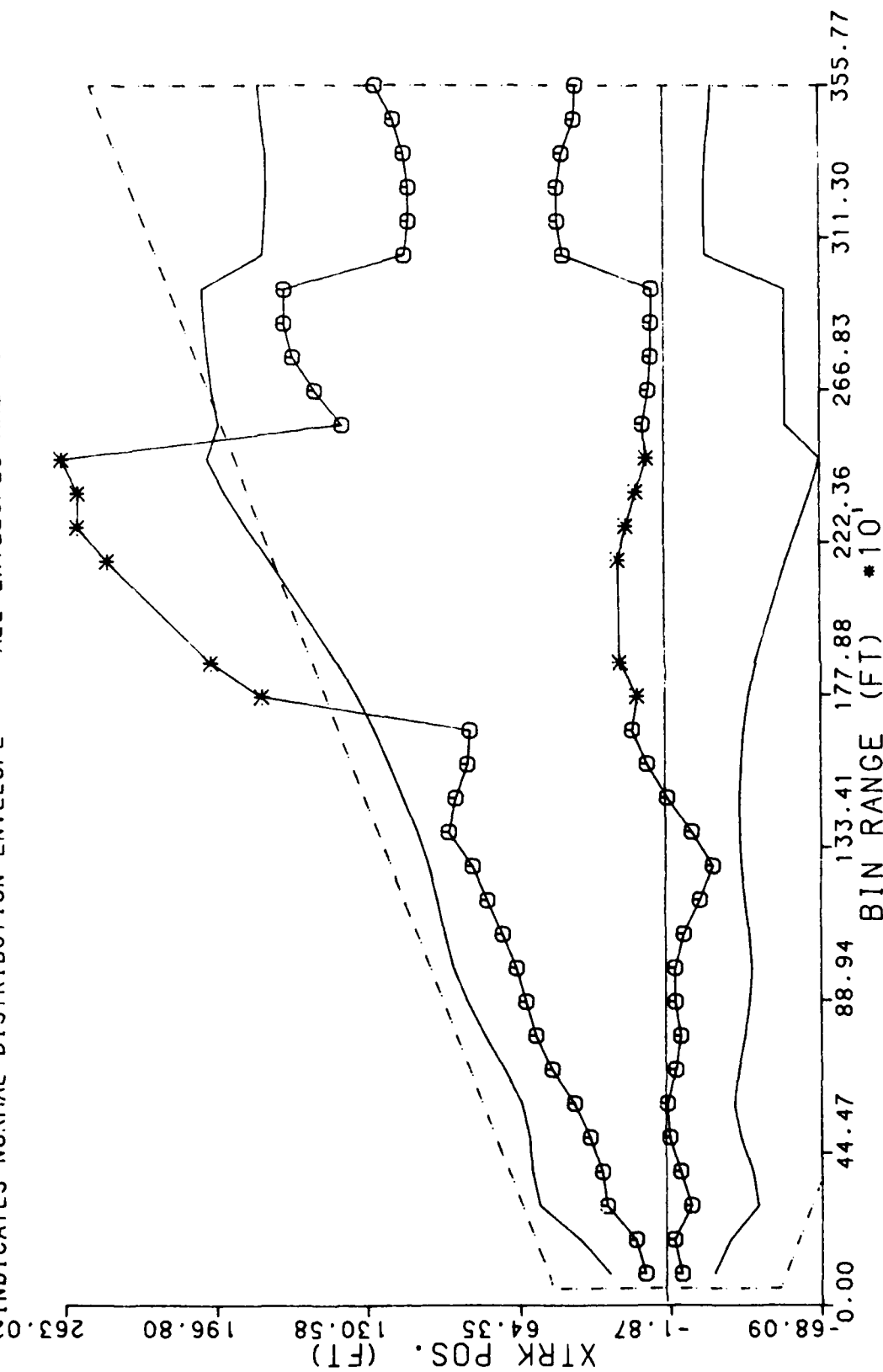
INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

-- INDICATES FAA APPROACH SURFACE

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT

ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY

8 DEGREE STRAIGHT IN APPROACHES

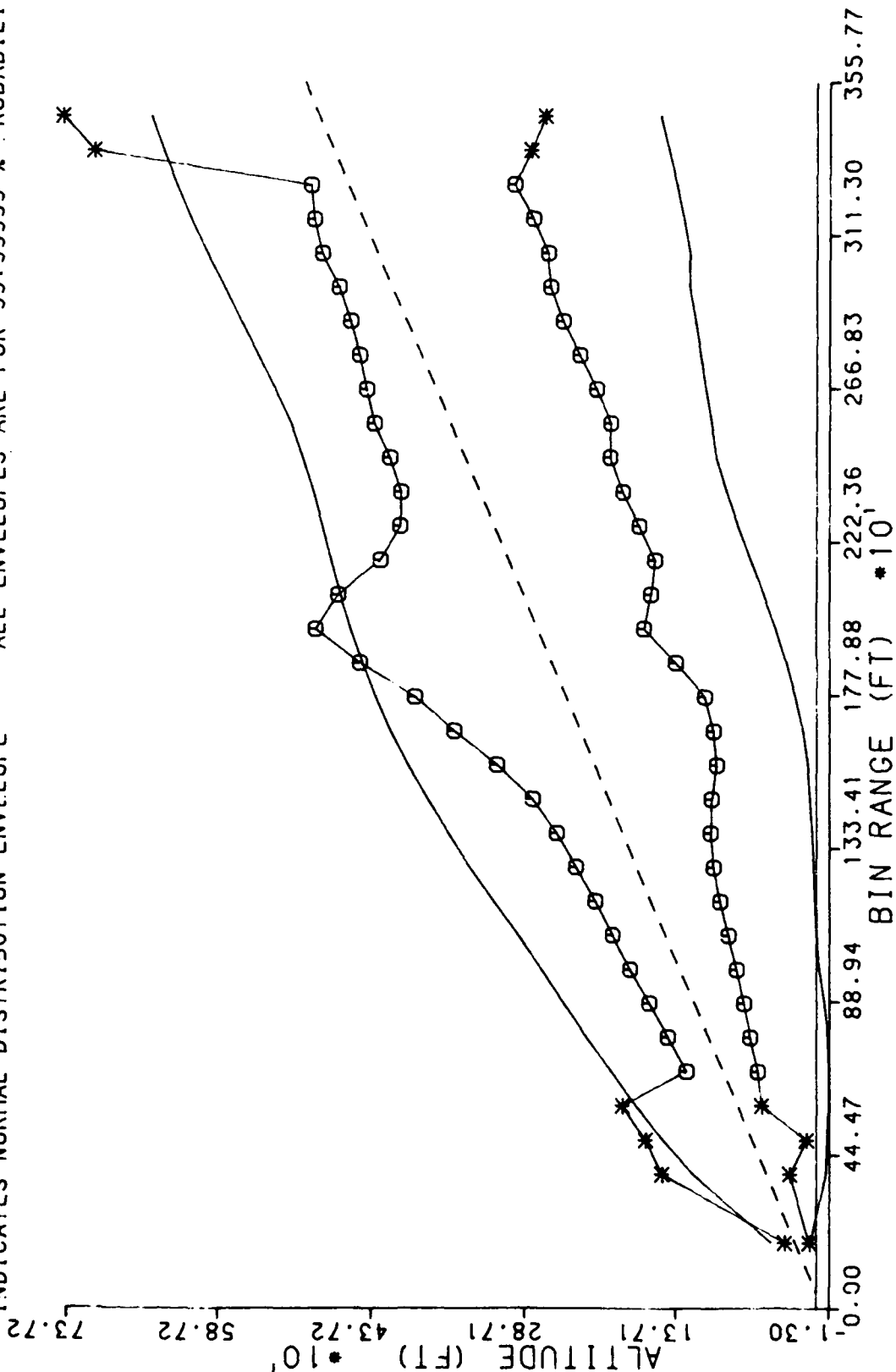
ALTITUDE (FT) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08403

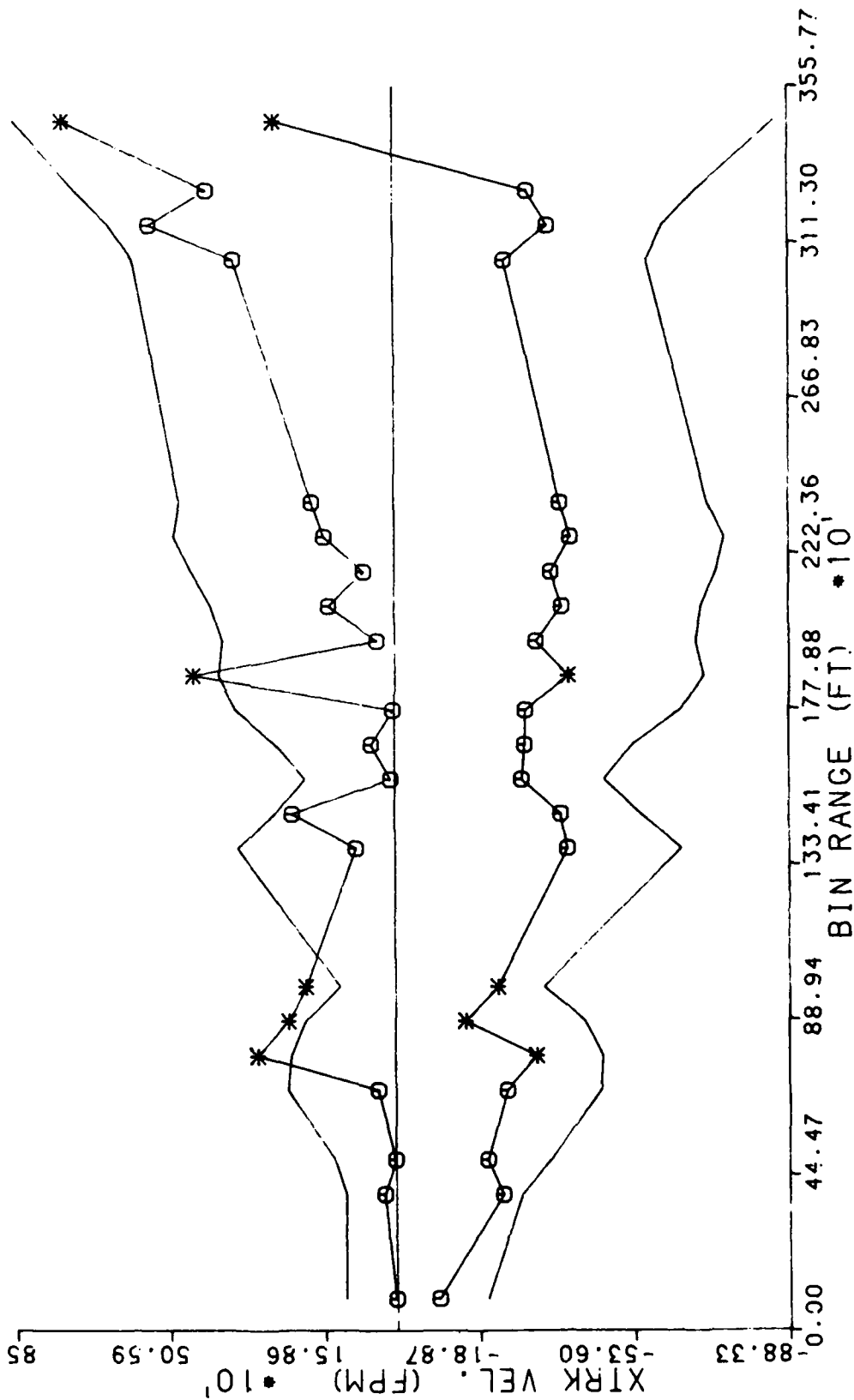
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

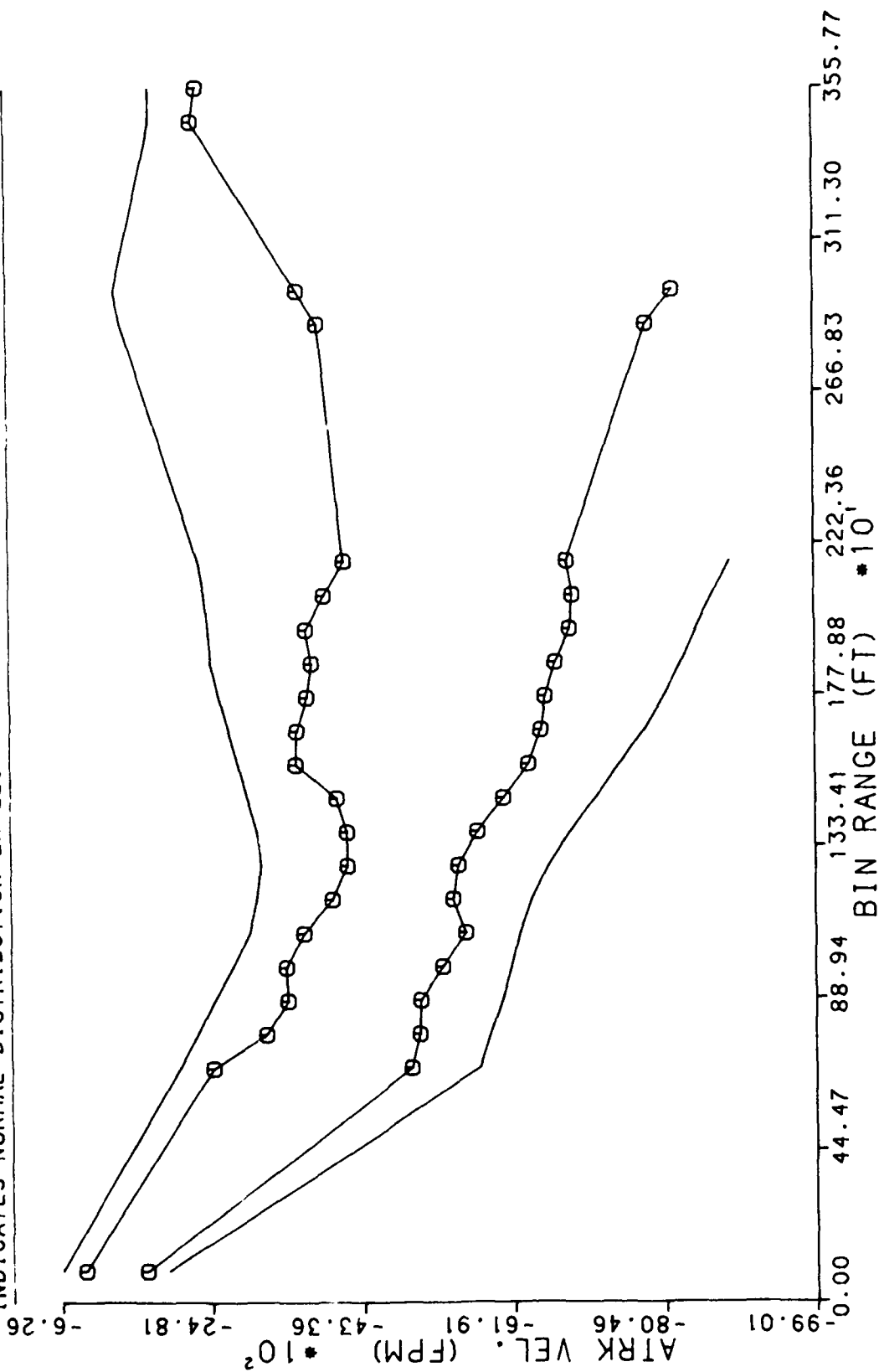
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

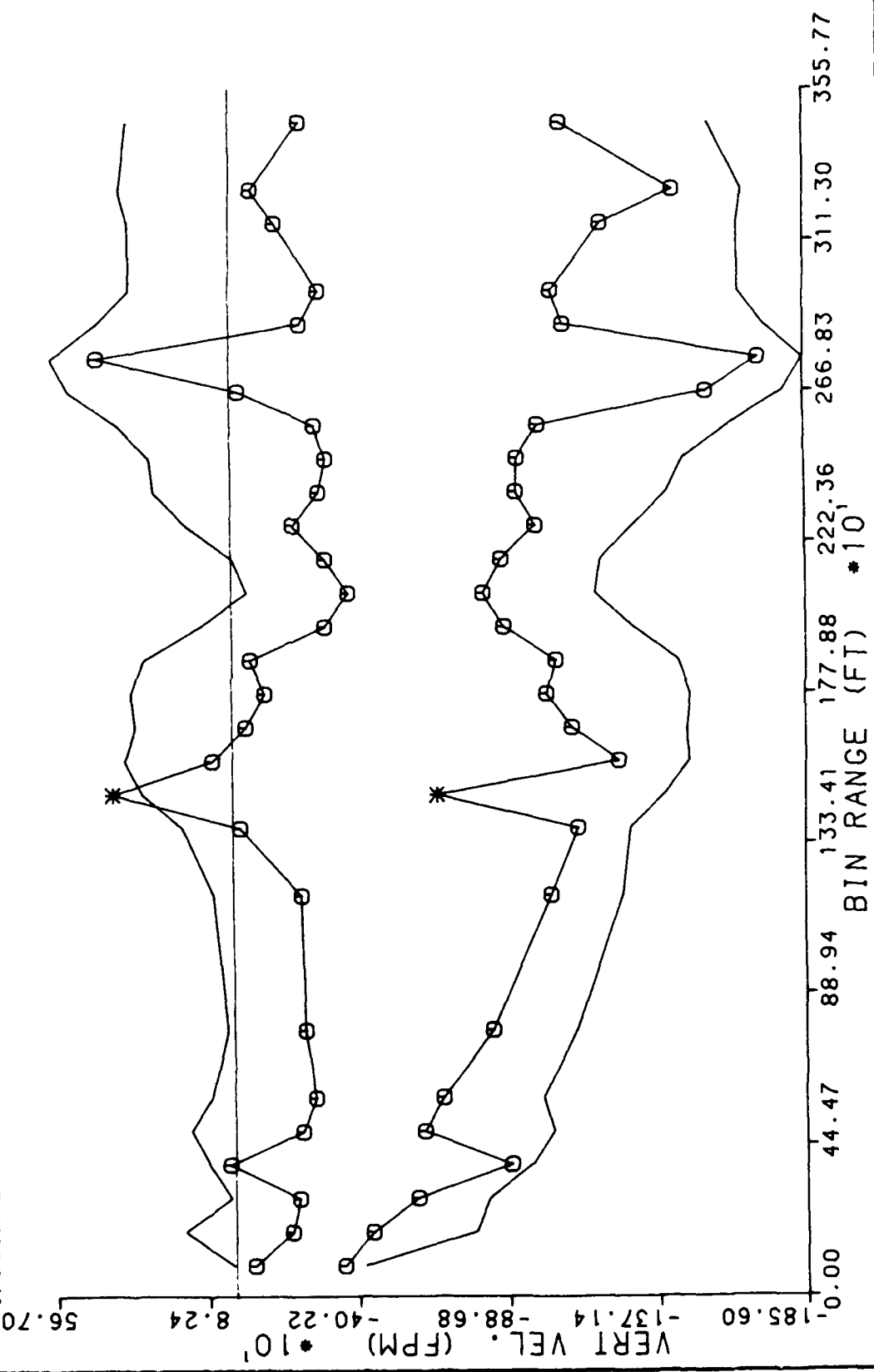
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT. NJ 08405

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY





# VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY

8 DEGREE STRAIGHT IN APPROACHES

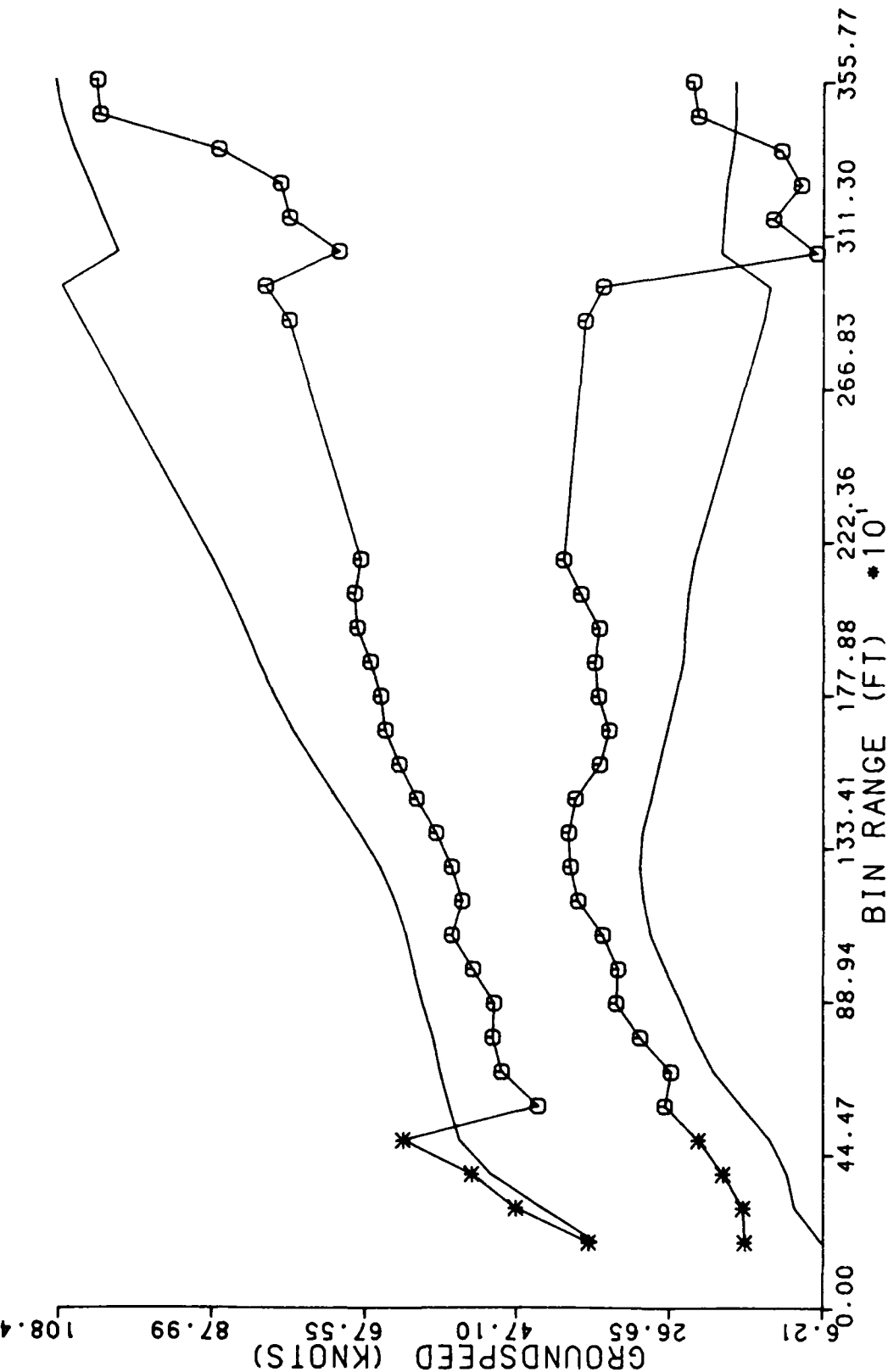
GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

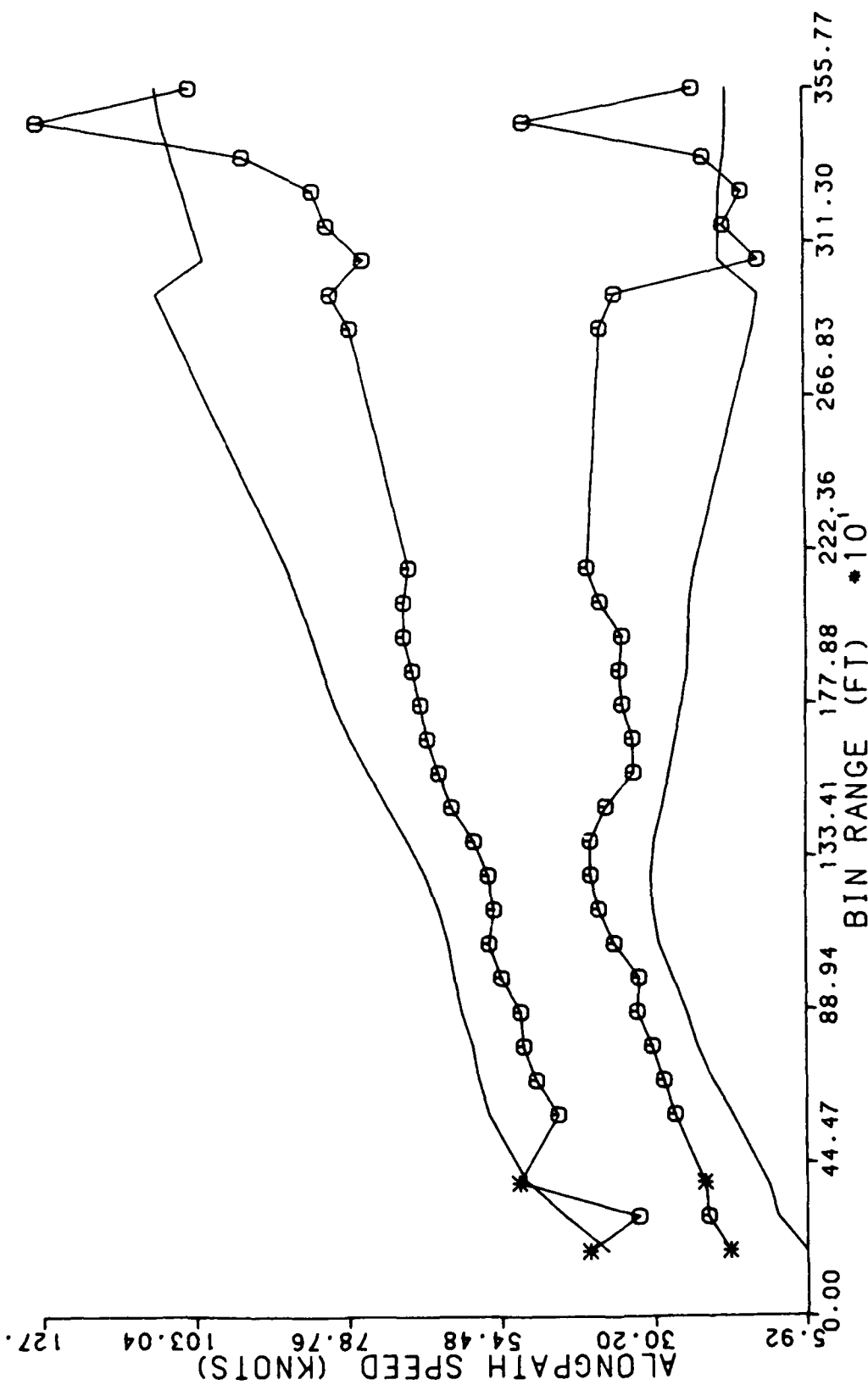
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 \*INDICATES BETA DISTRIBUTION RANGE LIMIT  
 \*INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
8 DEGREE STRAIGHT IN APPROACHES

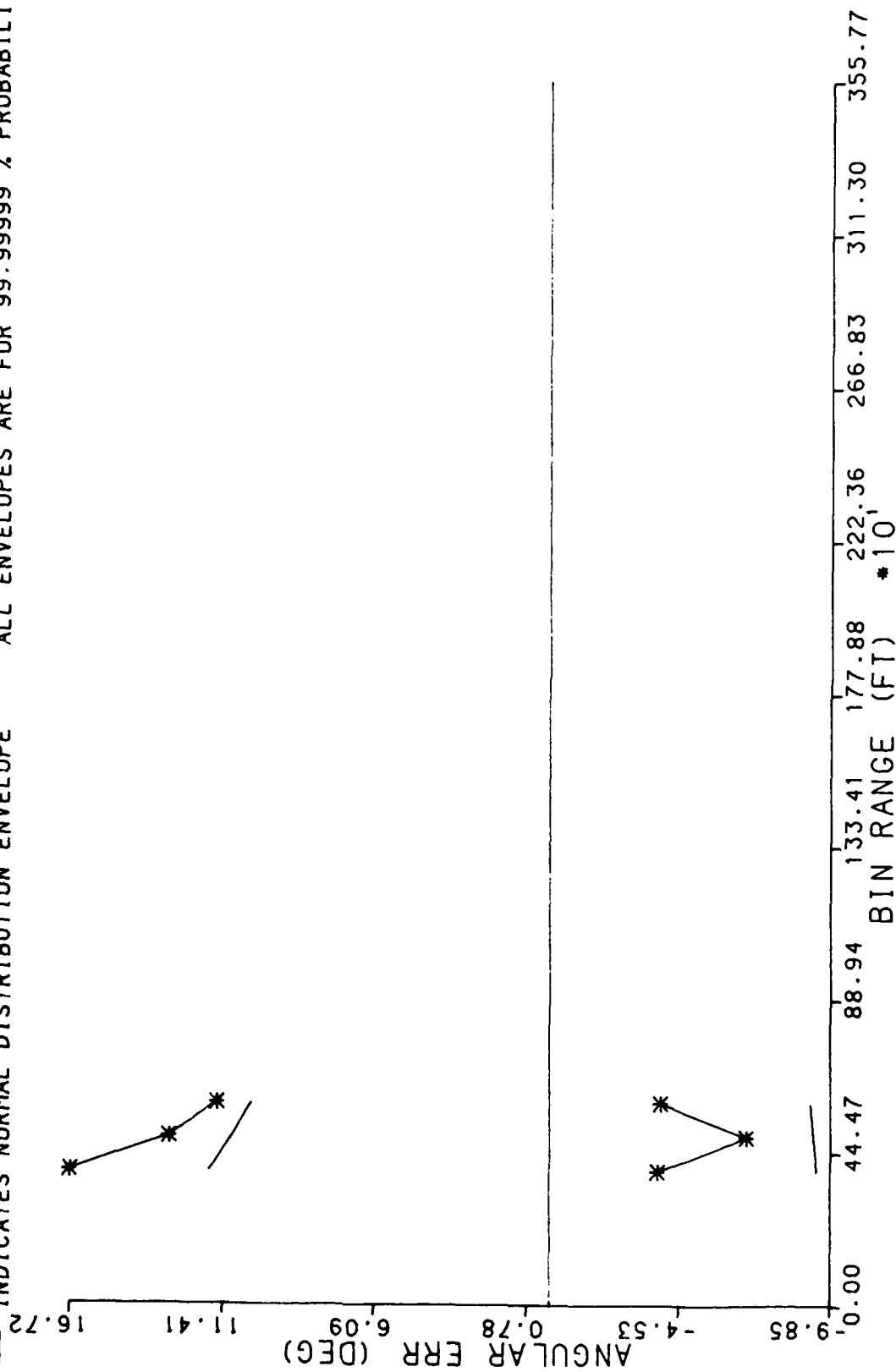
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

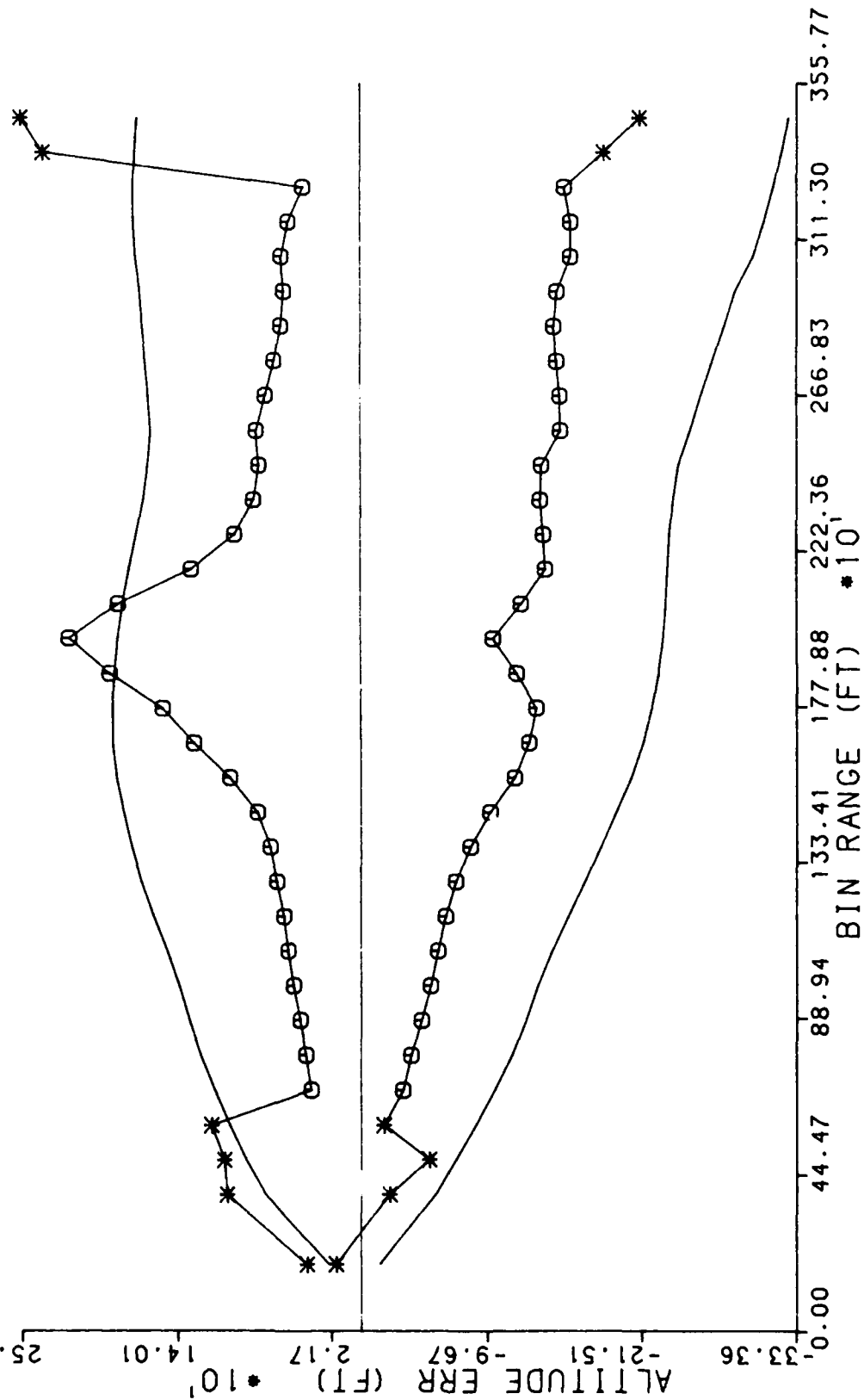
DATA PROCESSED BY FAA TECHNICAL CENTER  
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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 \*INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

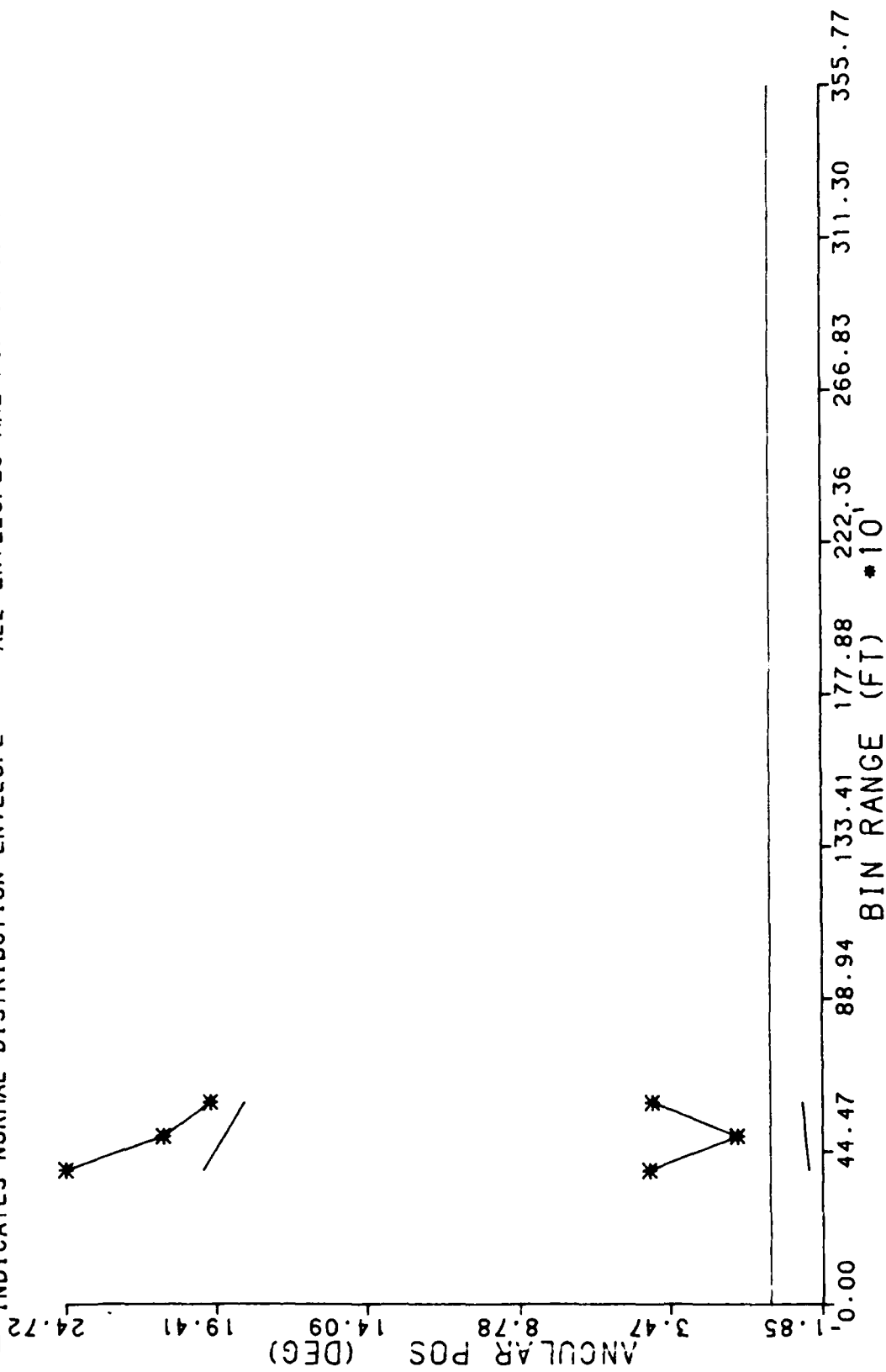
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



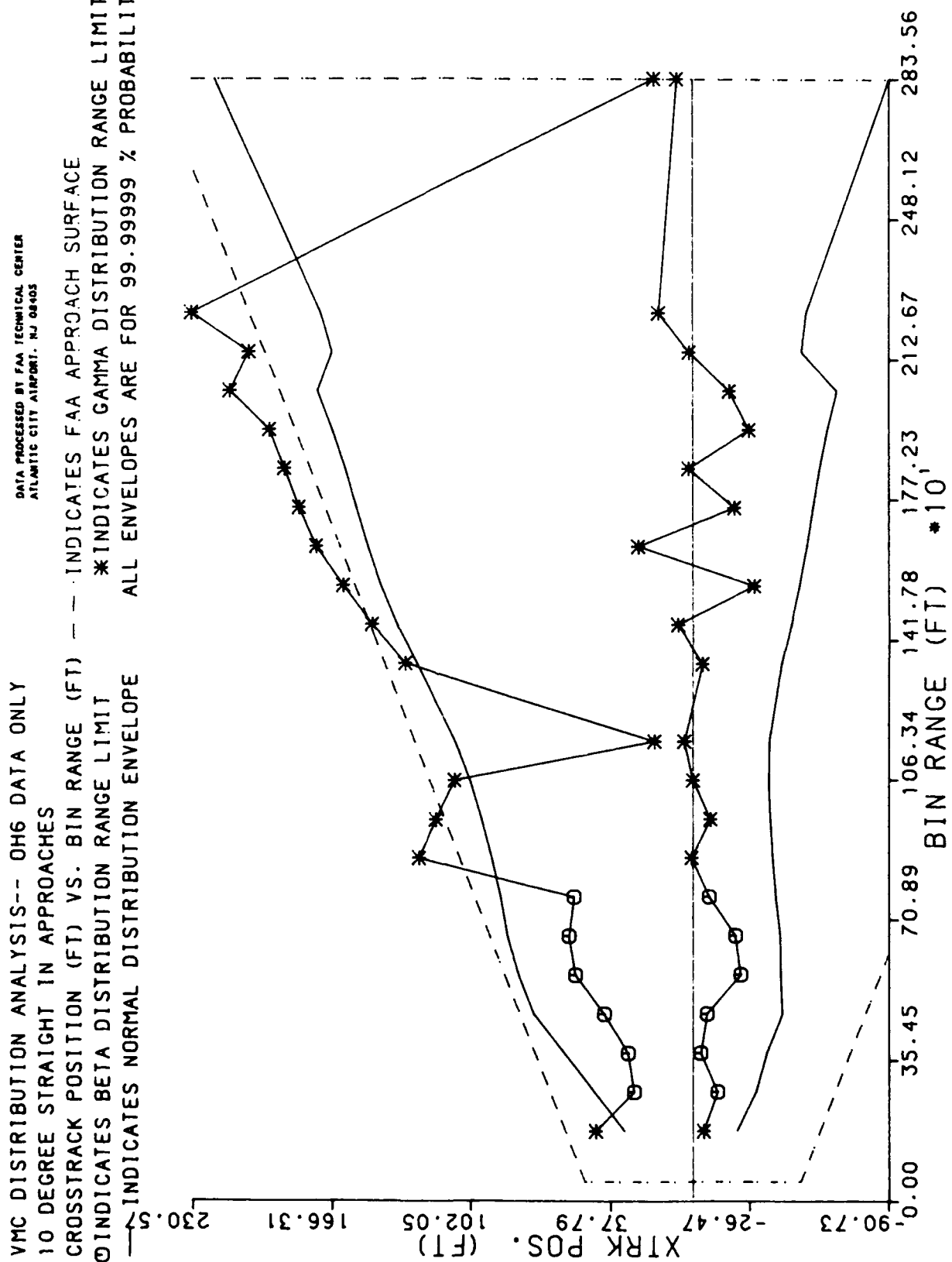
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT. NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- -- INDICATES FAA APPROACH SURFACE  
 INDICATES BETA DISTRIBUTION RANGE LIMIT \*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY

10 DEGREE STRAIGHT IN APPROACHES

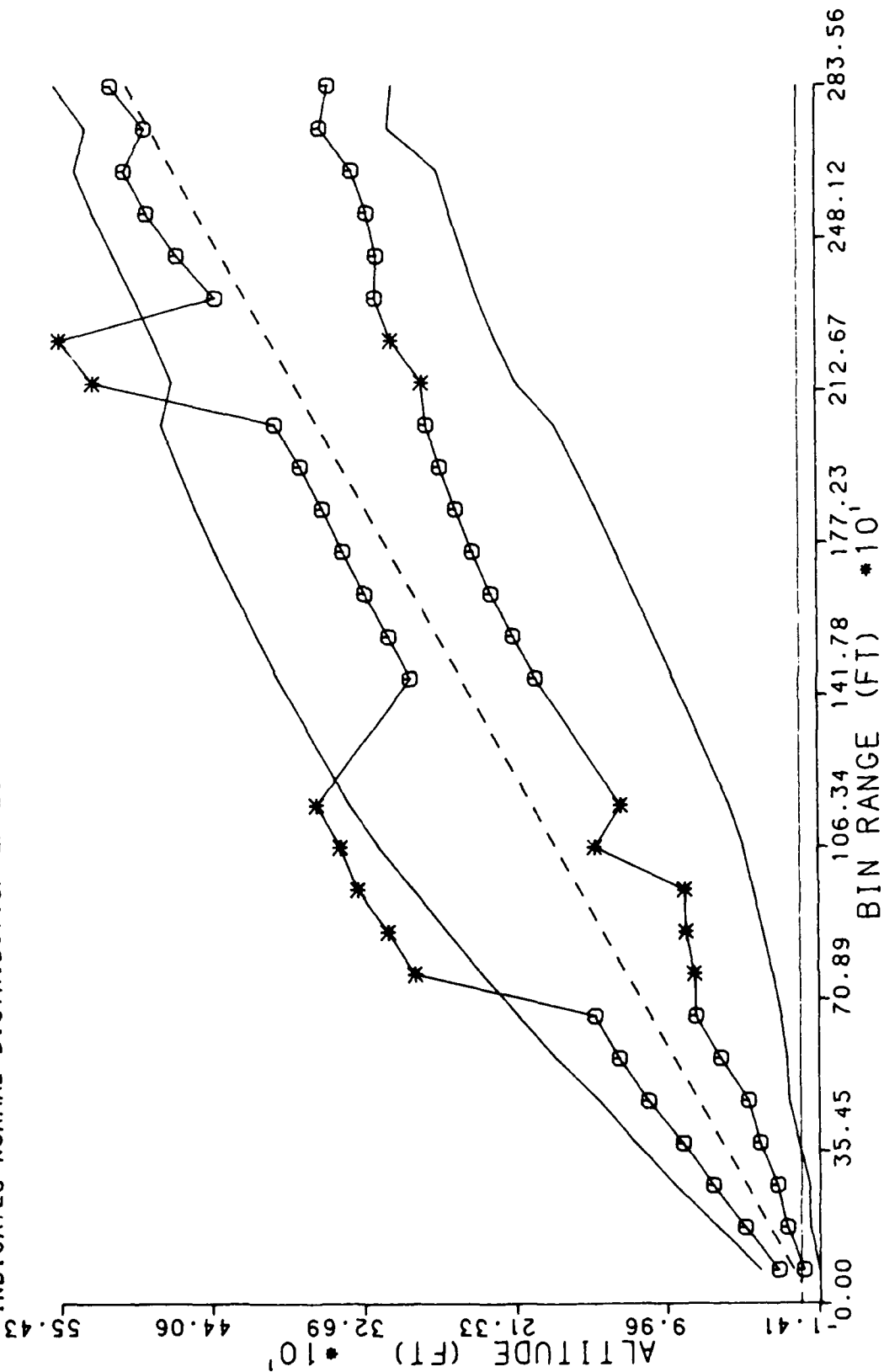
ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

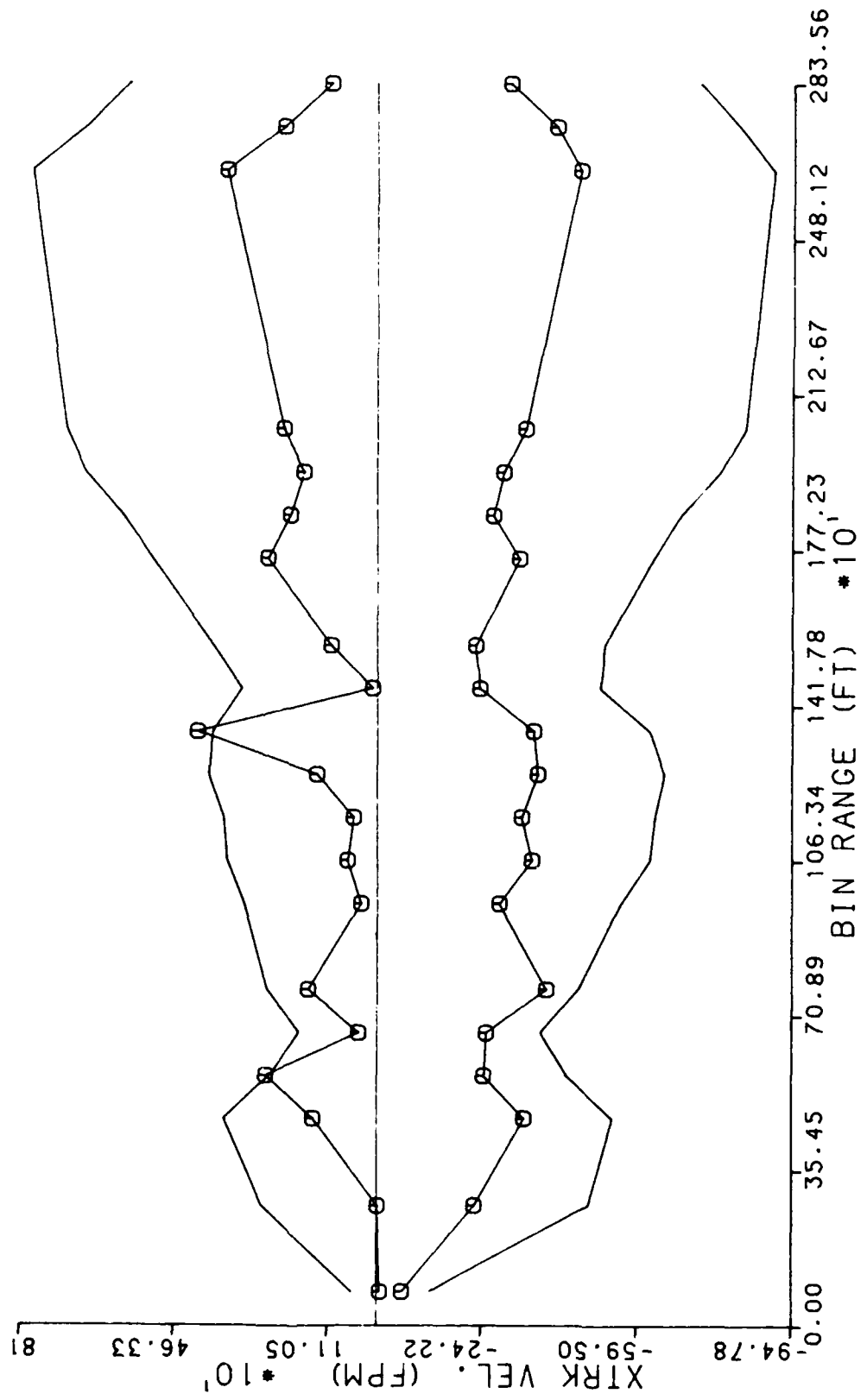
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

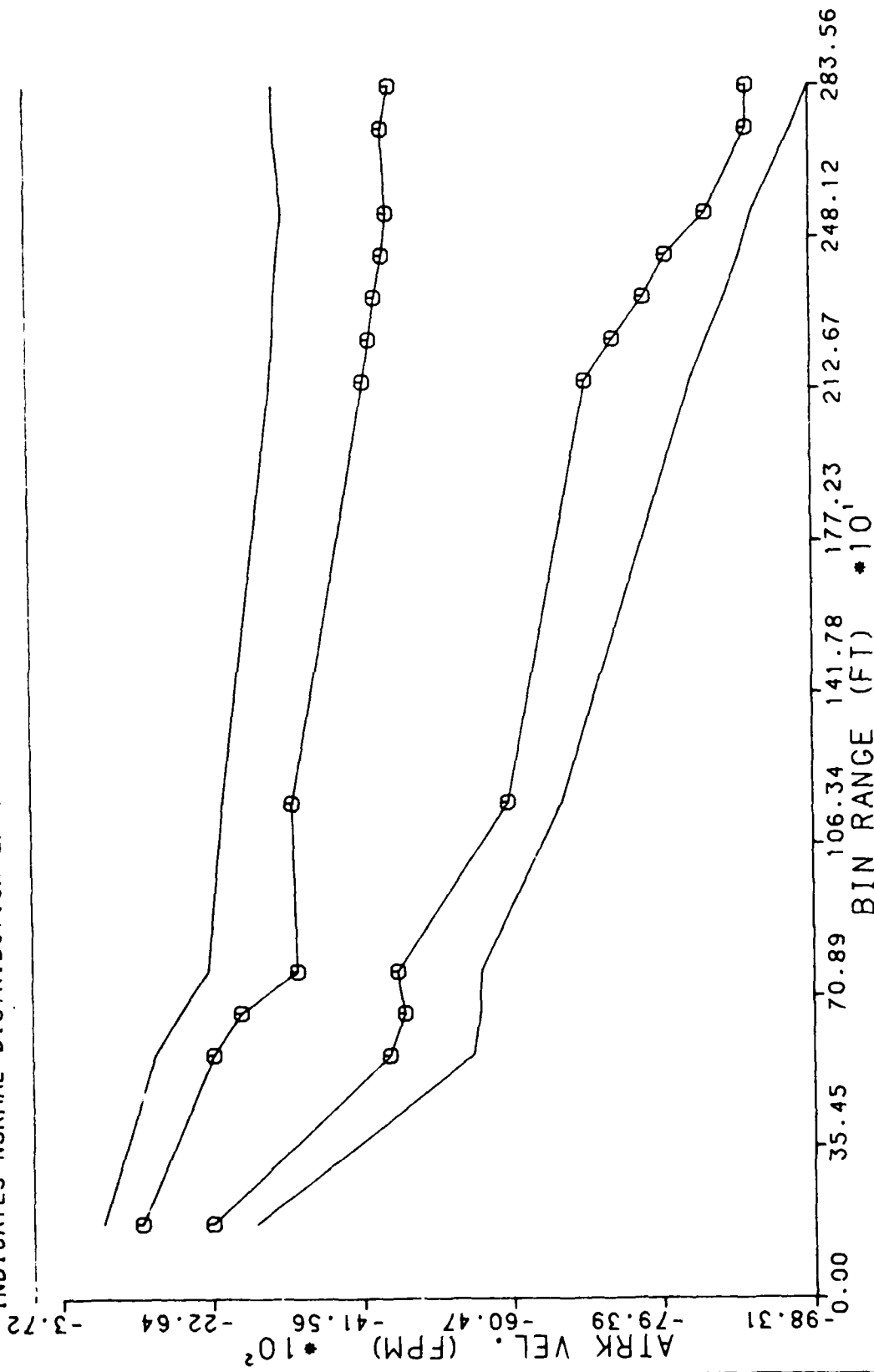




VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



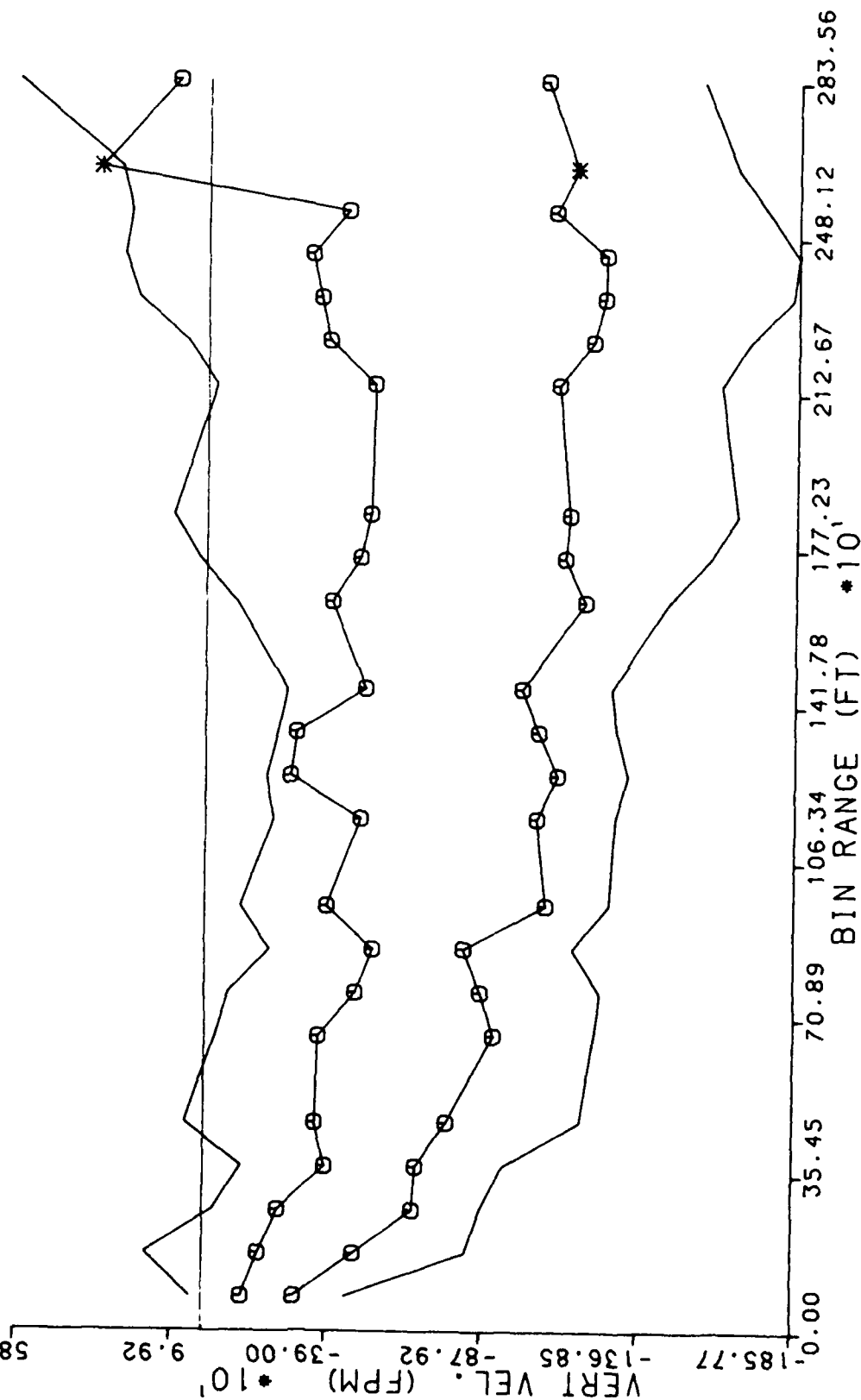
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE STRAIGHT IN APPROACHES

VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08403

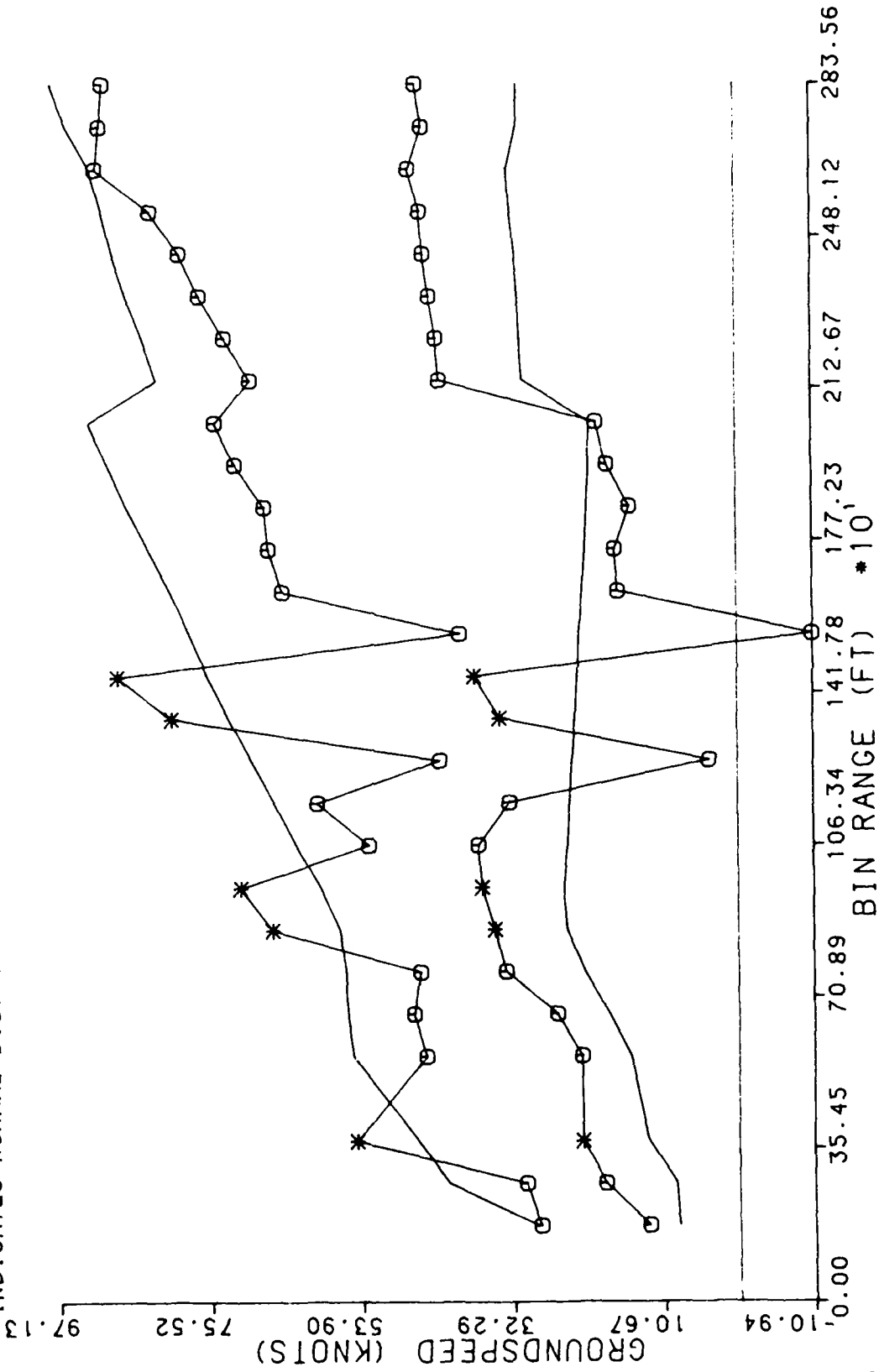
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 GROUND SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT. NJ 08403

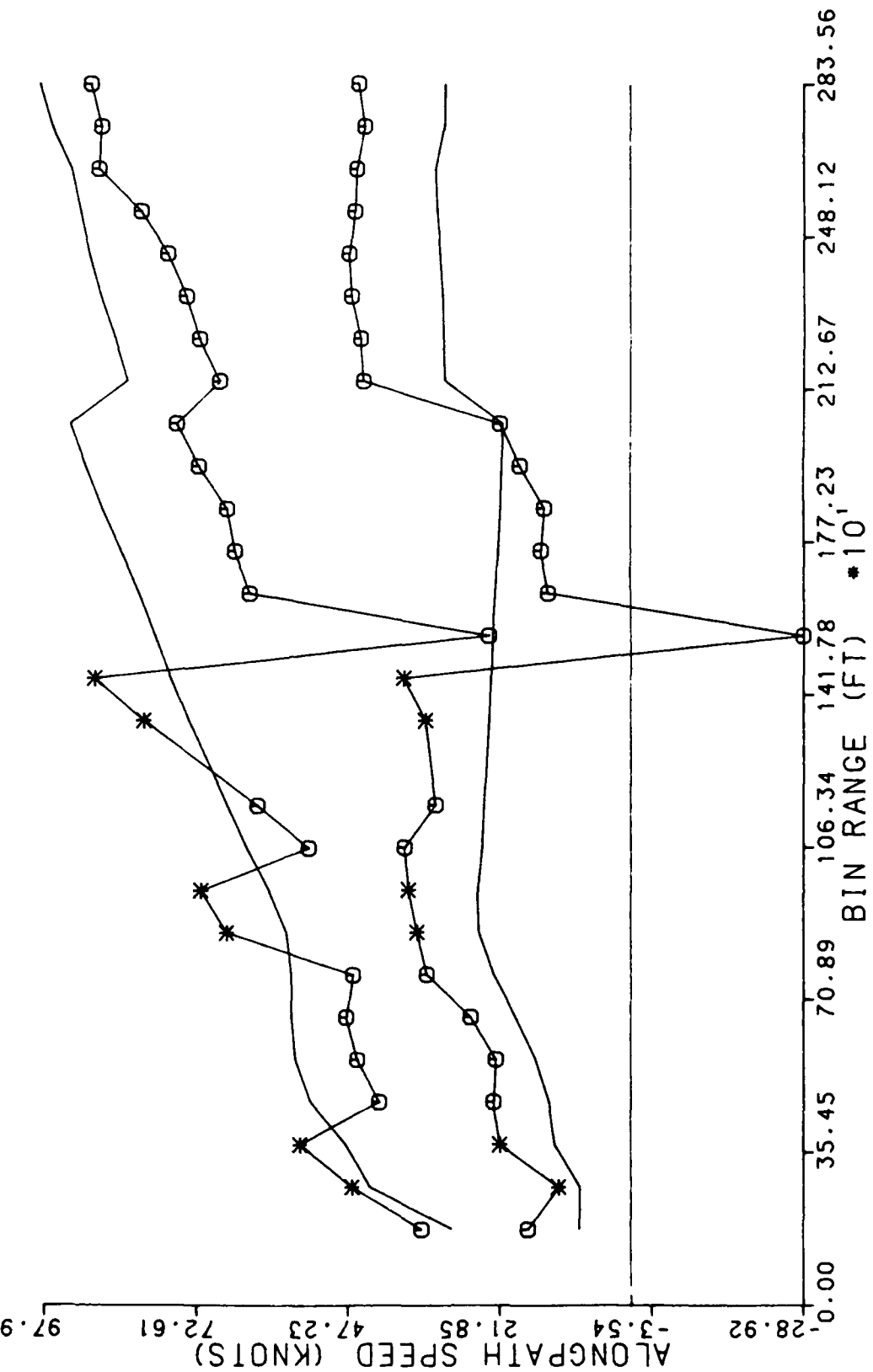
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- QH6 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

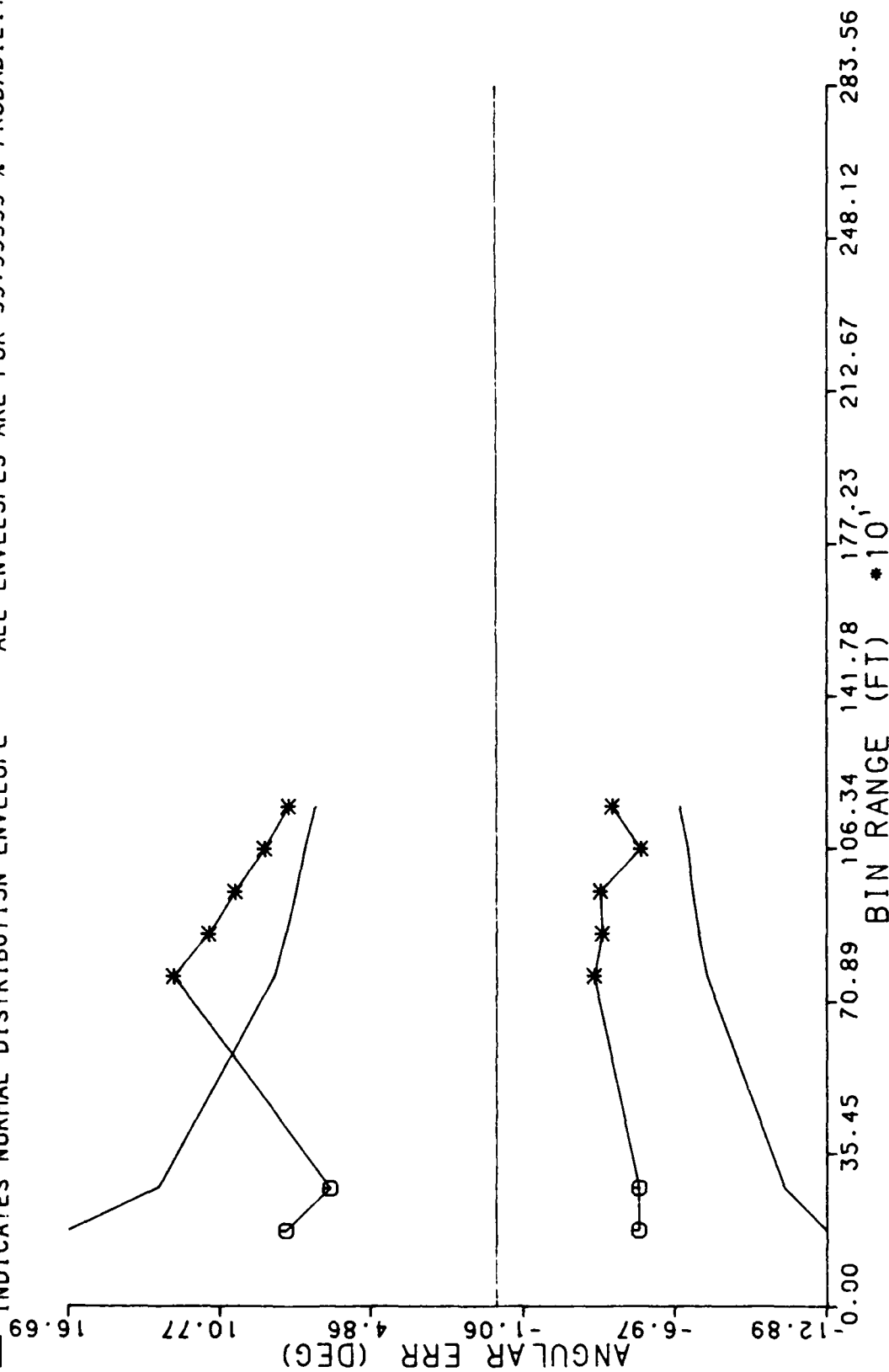
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE STRAIGHT IN APPROACHES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE STRAIGHT IN APPROACHES

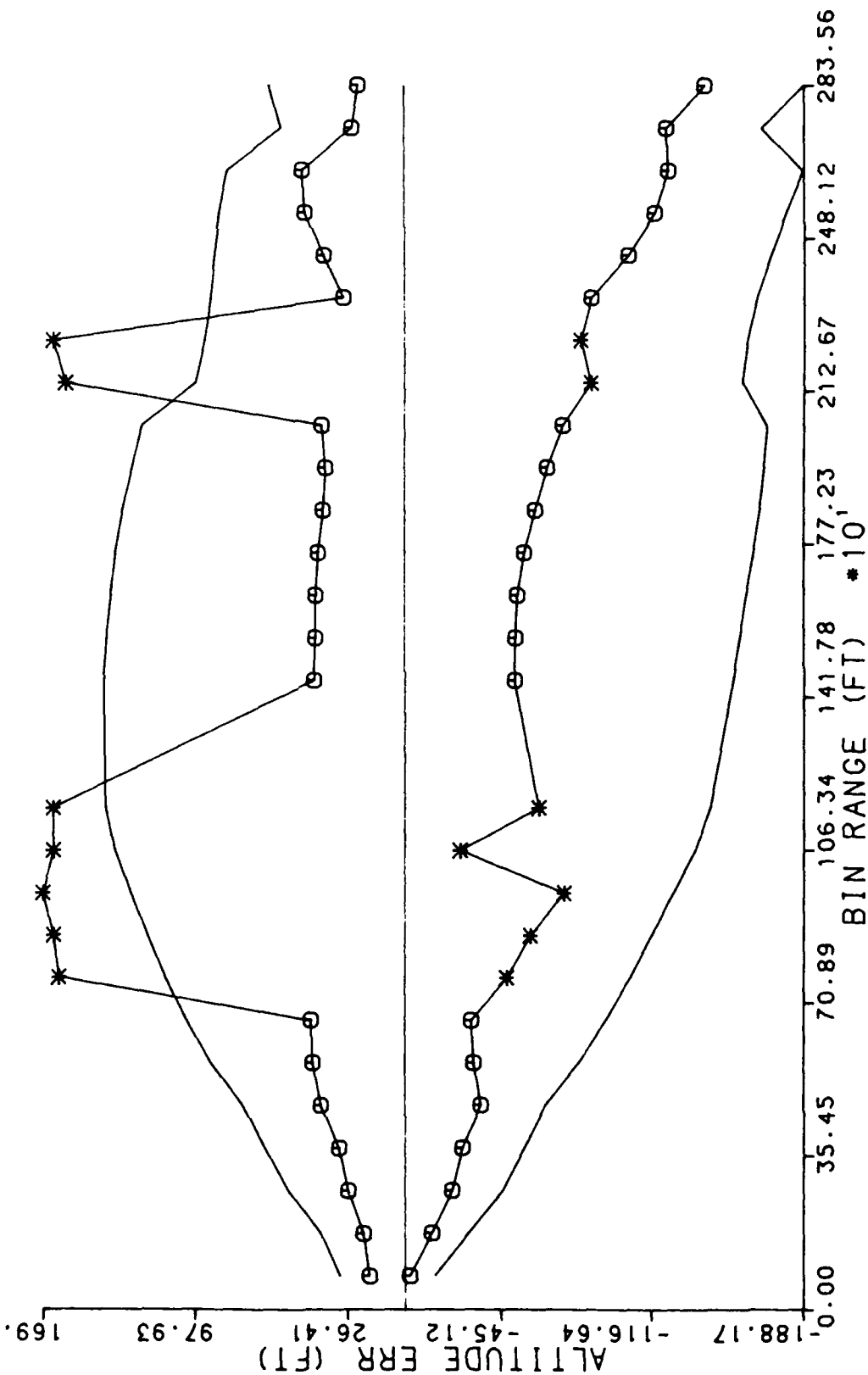
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

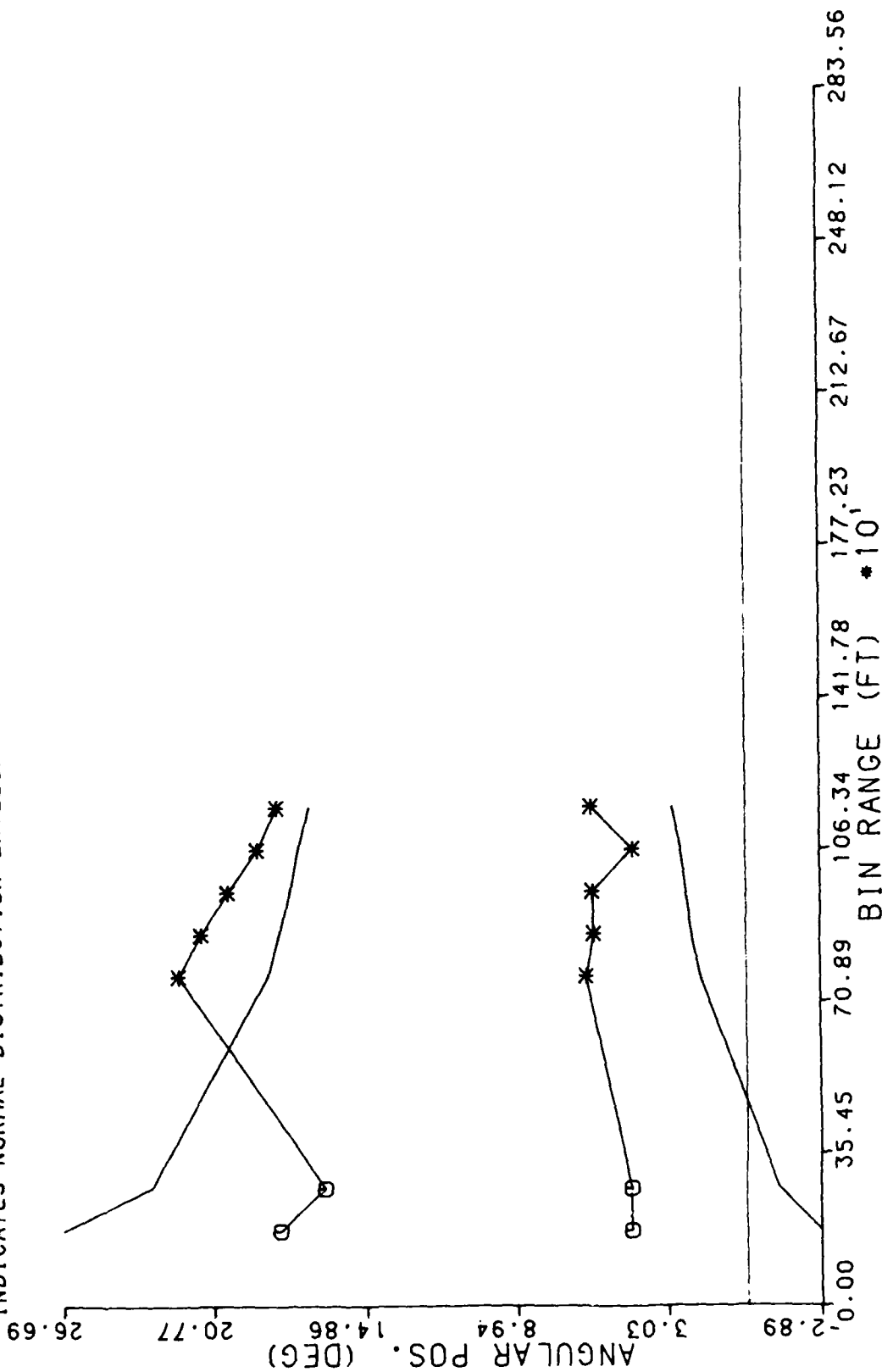
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE STRAIGHT IN APPROACHES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

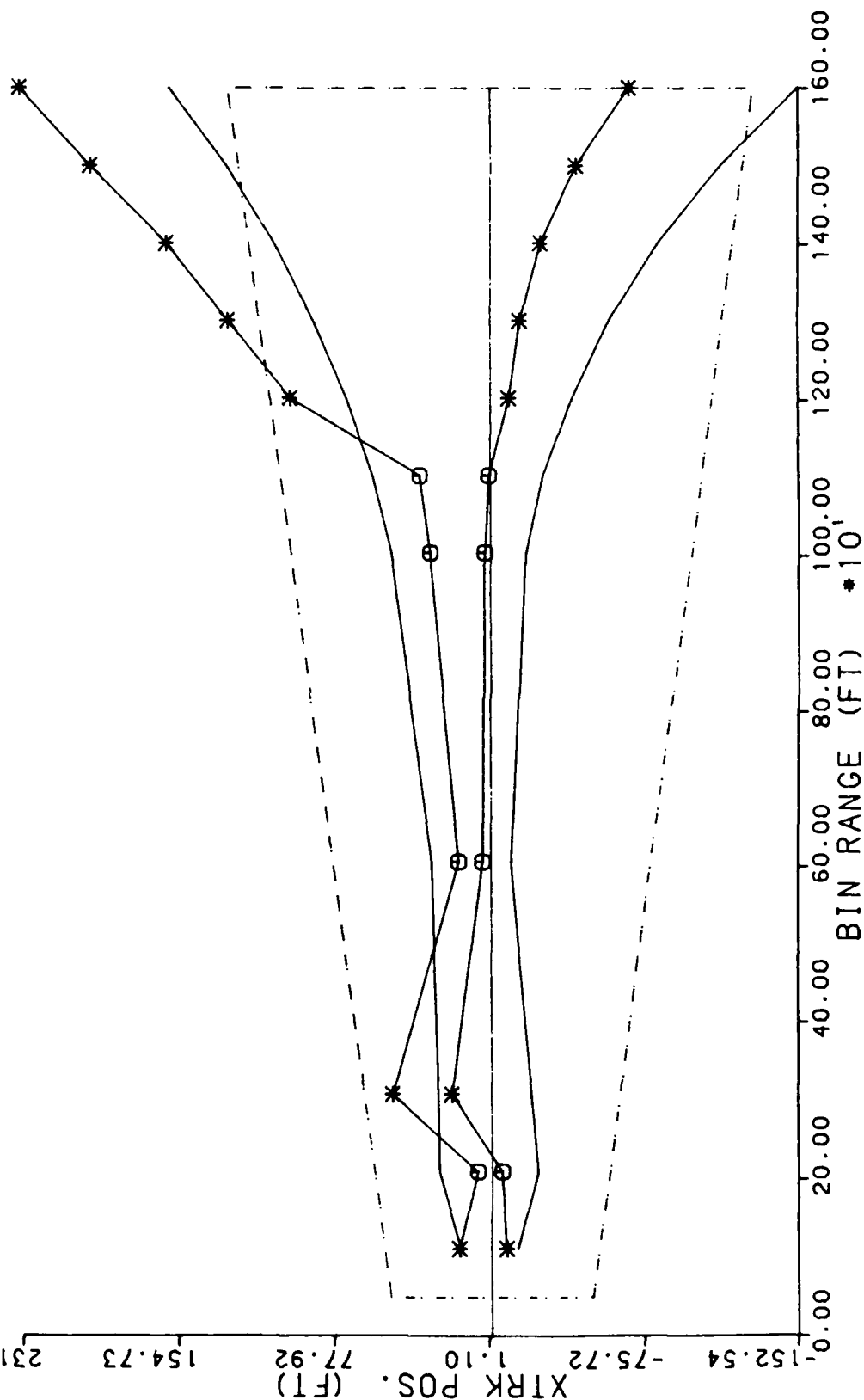
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE CURVED APPROACHES

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) --- INDICATES FAA APPROACH SURFACE  
O INDICATES BETA DISTRIBUTION RANGE LIMIT \*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
--- INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY





VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE CURVED APPROACHES

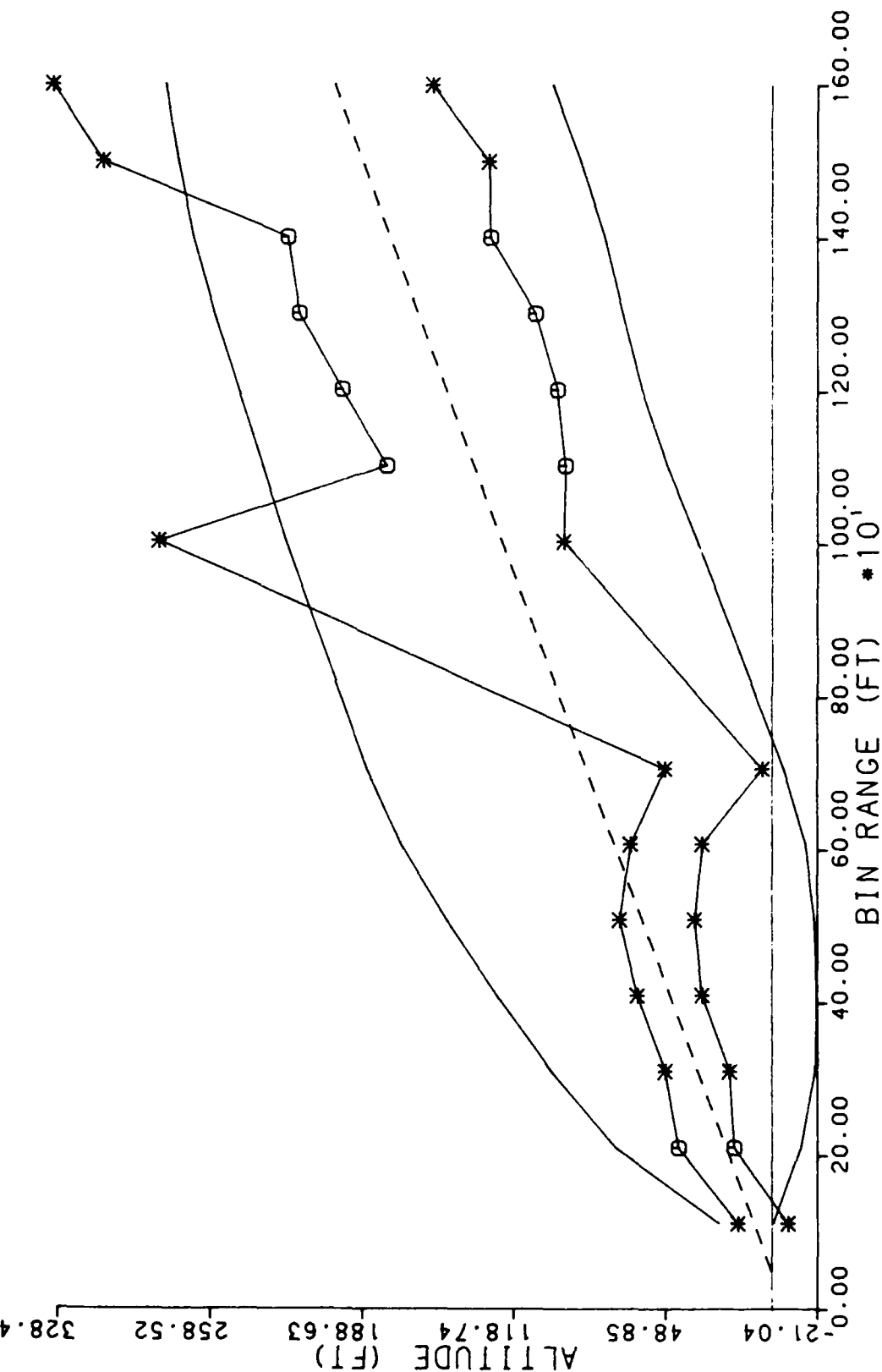
ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

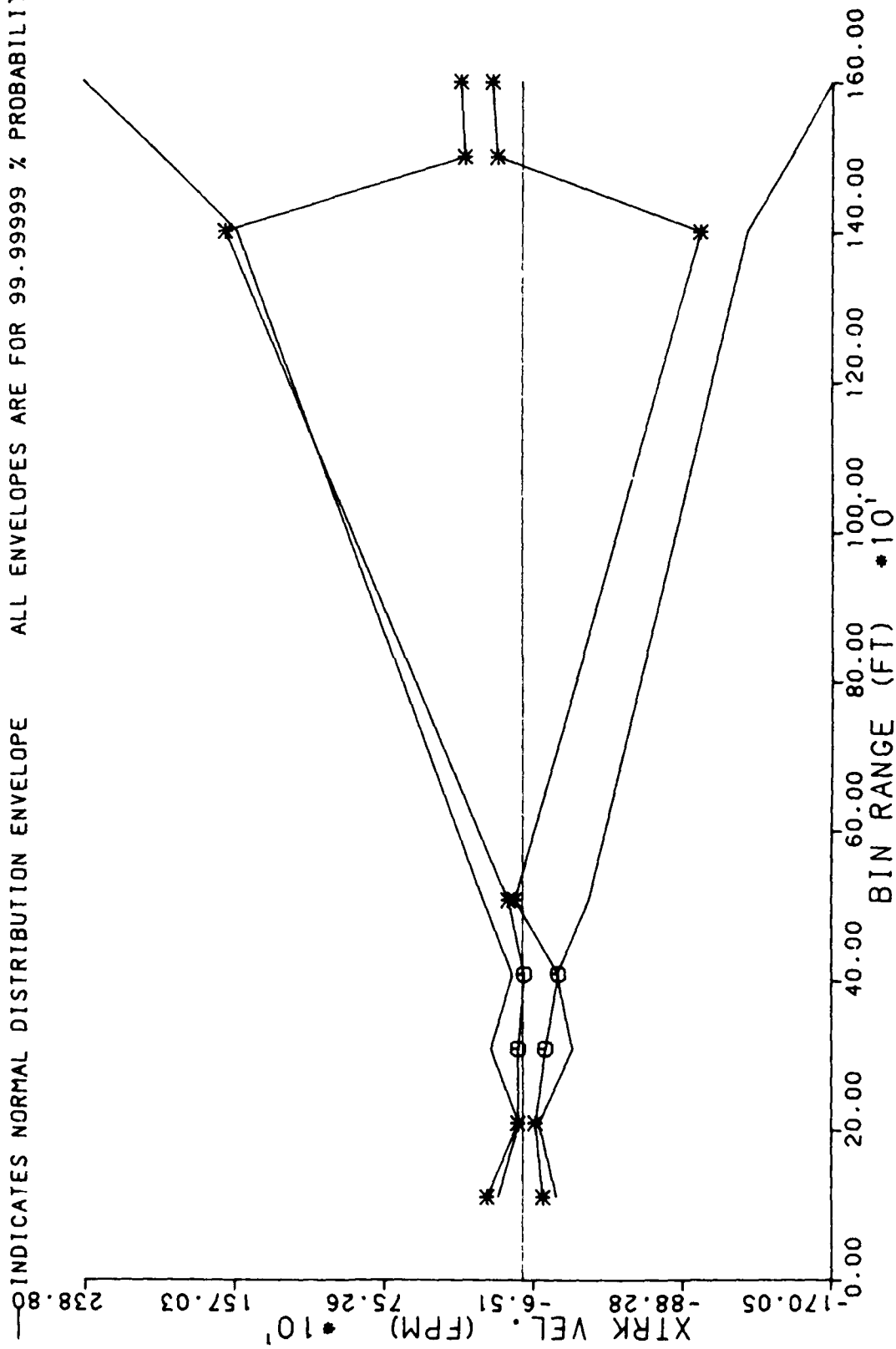


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE CURVED APPROACHES

CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



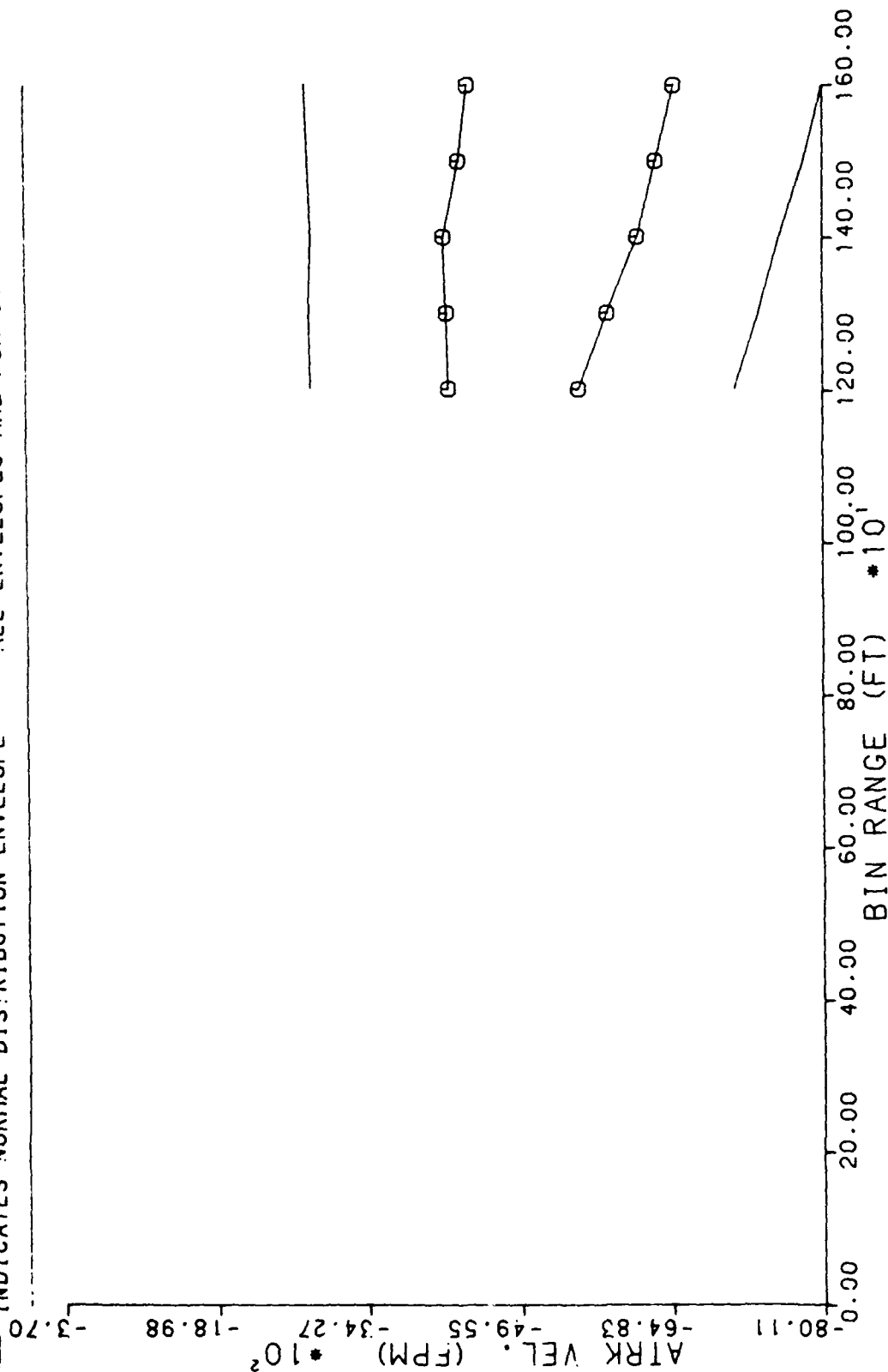
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE CURVED APPROACHES

ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08403

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



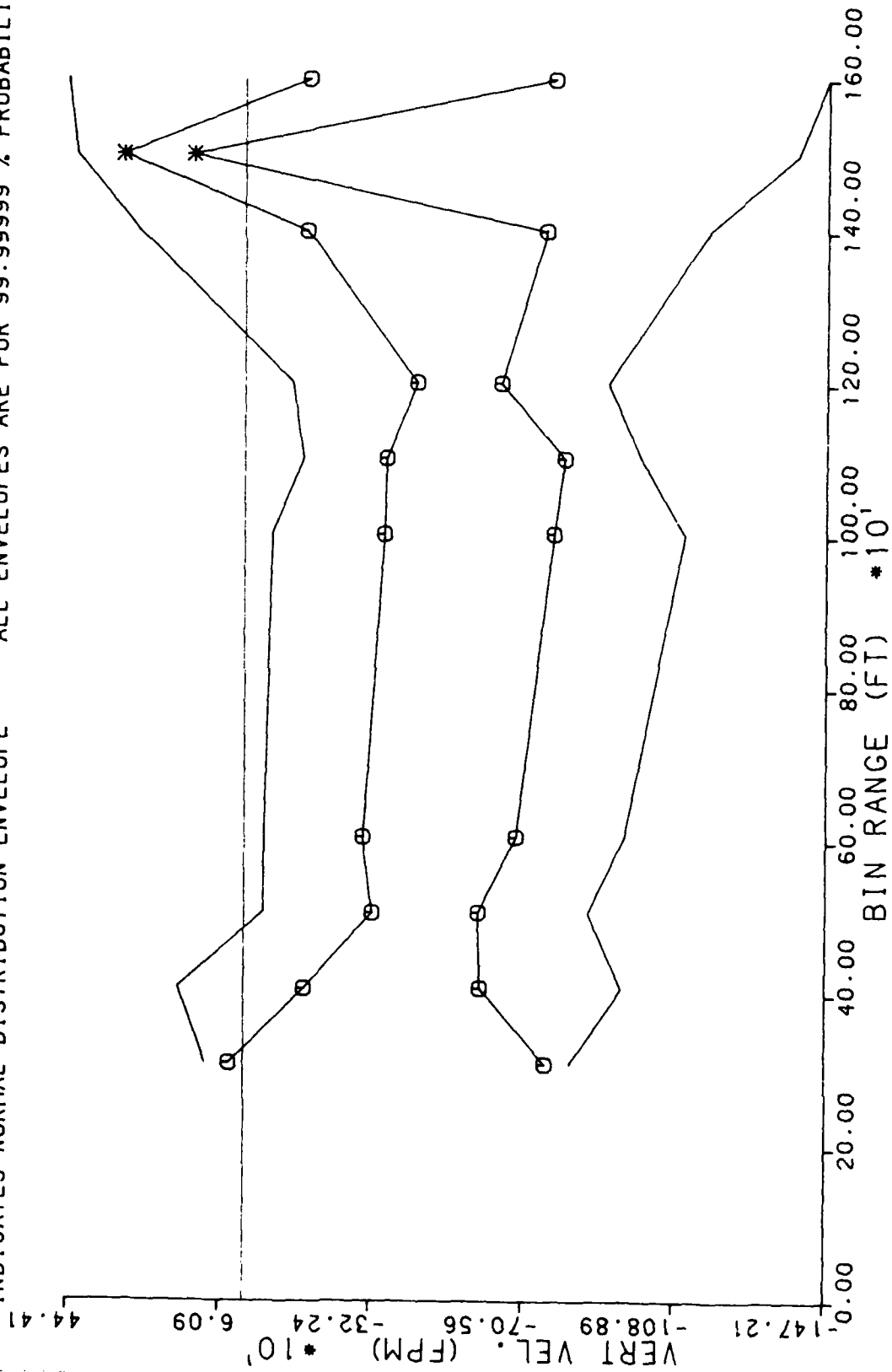
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE CURVED APPROACHES

VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
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— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08503

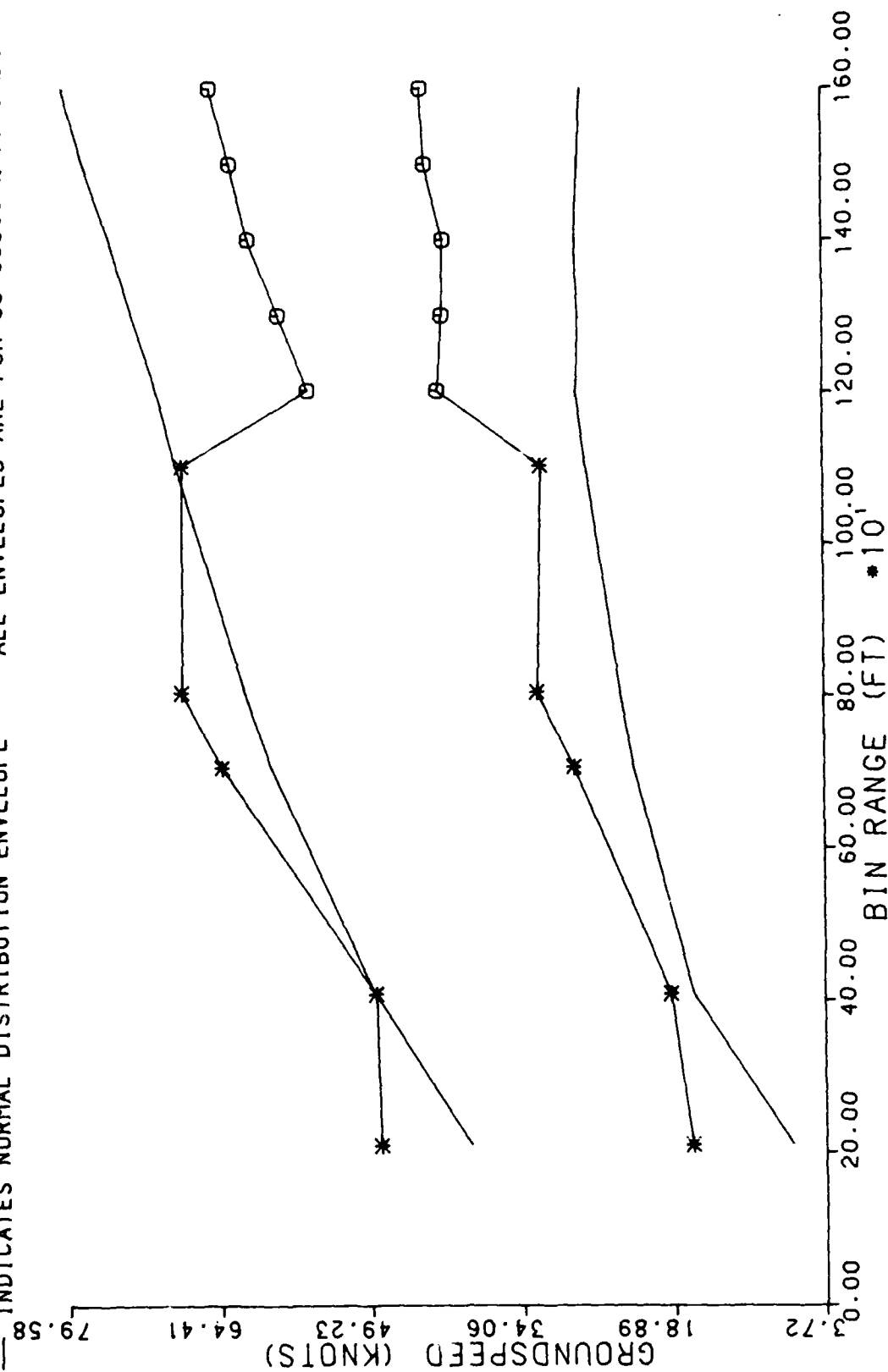
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE CURVED APPROACHES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

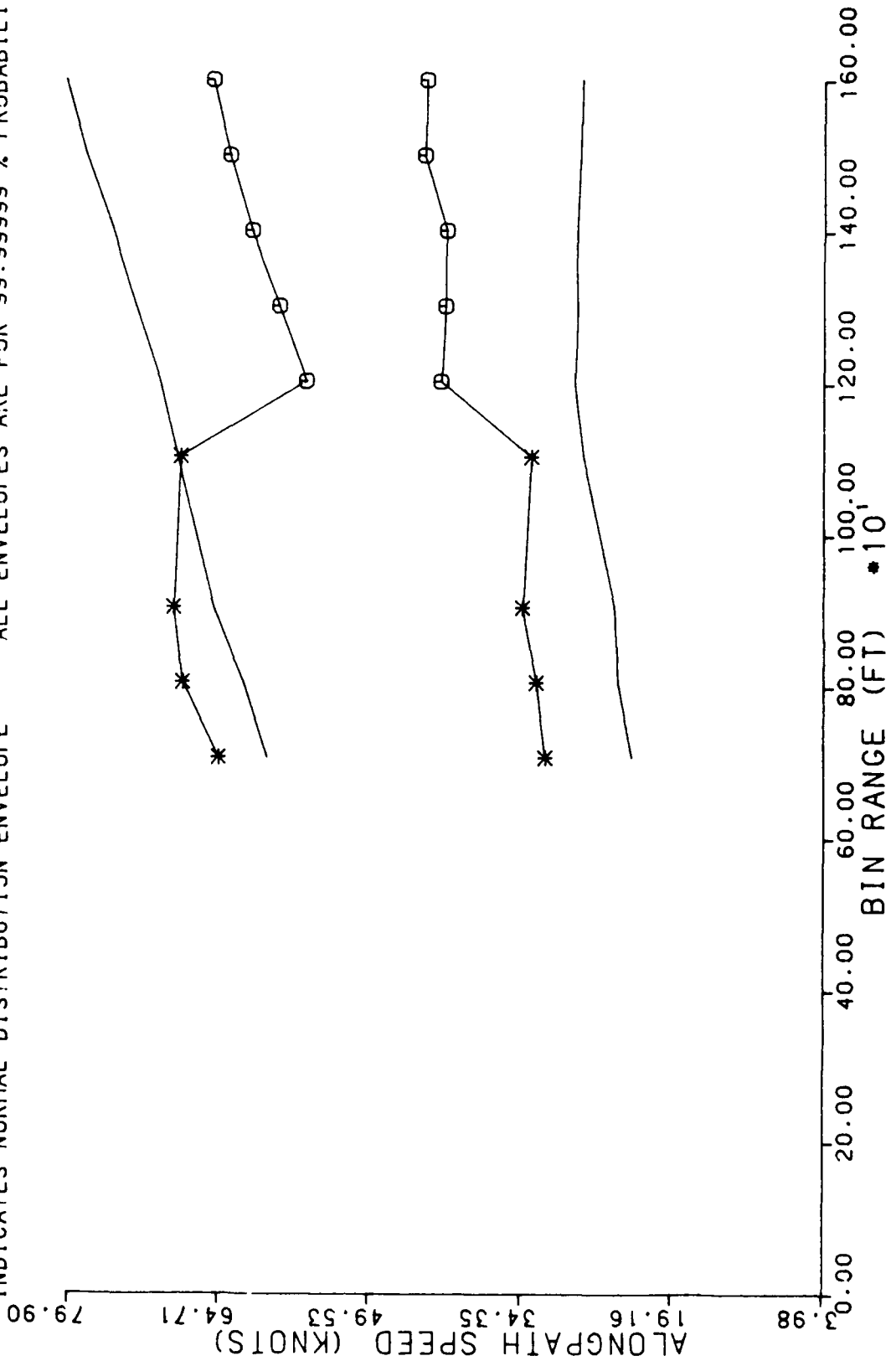


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE CURVED APPROACHES

ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
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— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

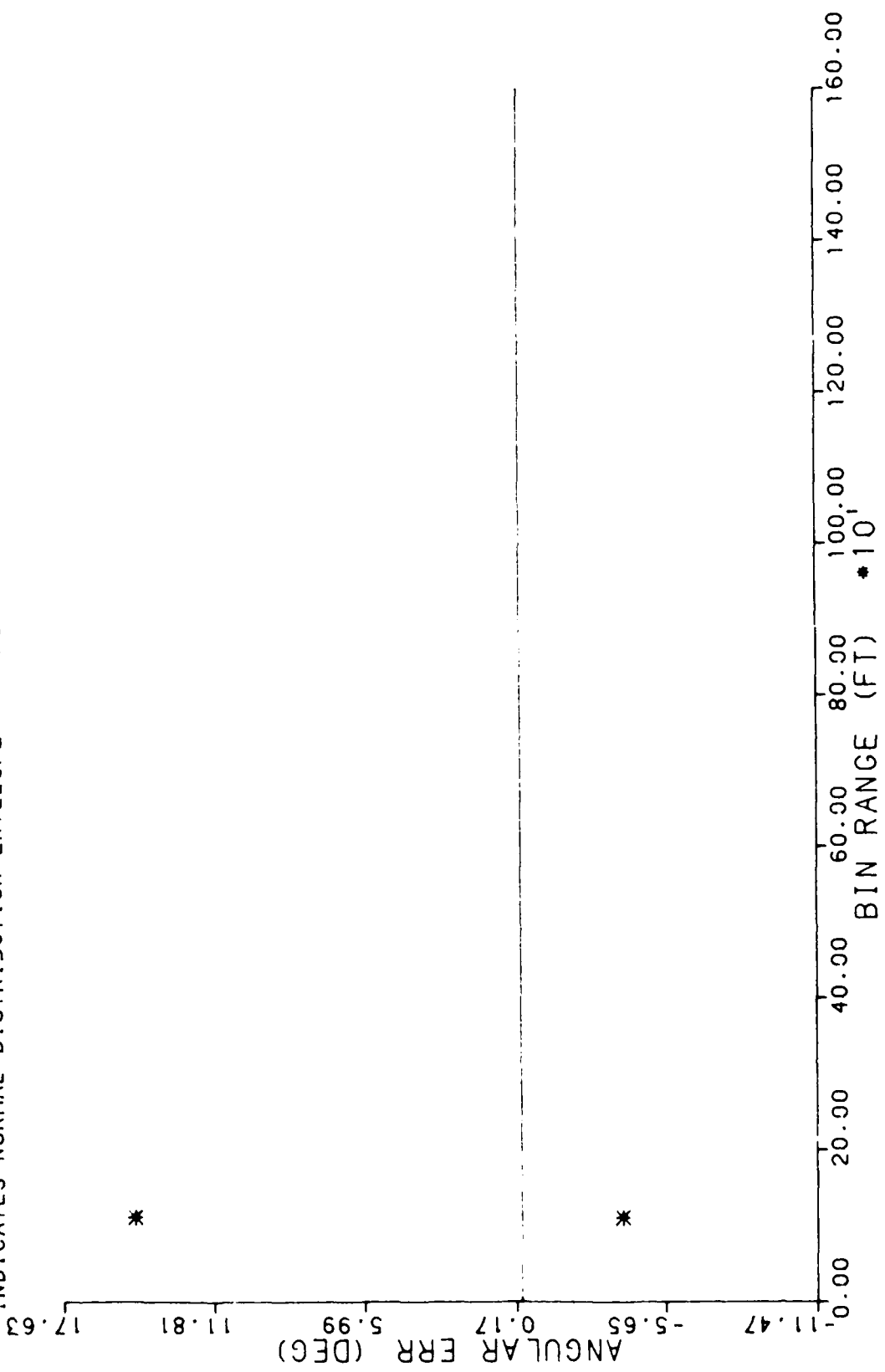
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 7 DEGREE CURVED APPROACHES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE CURVED APPROACHES

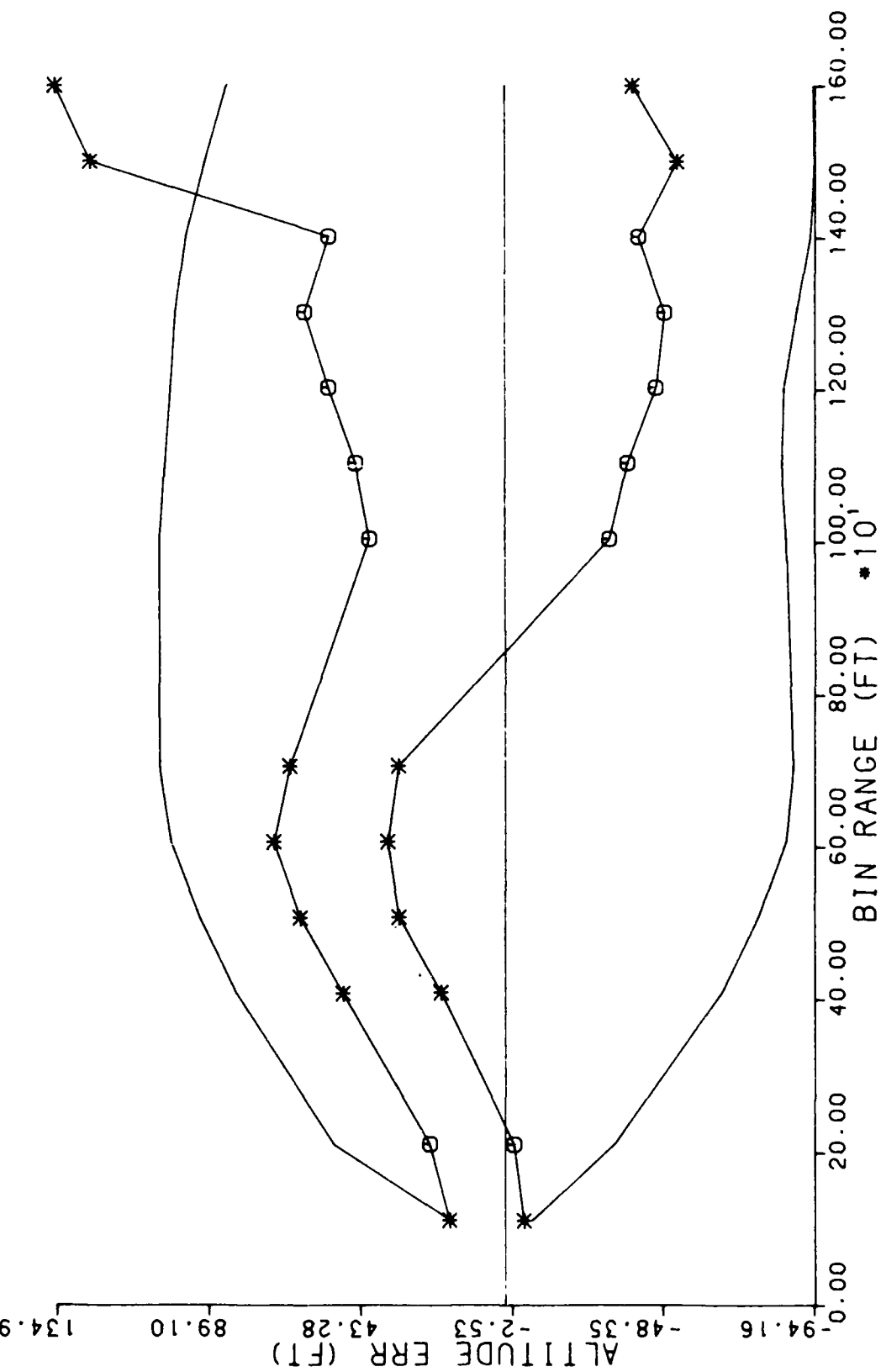
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

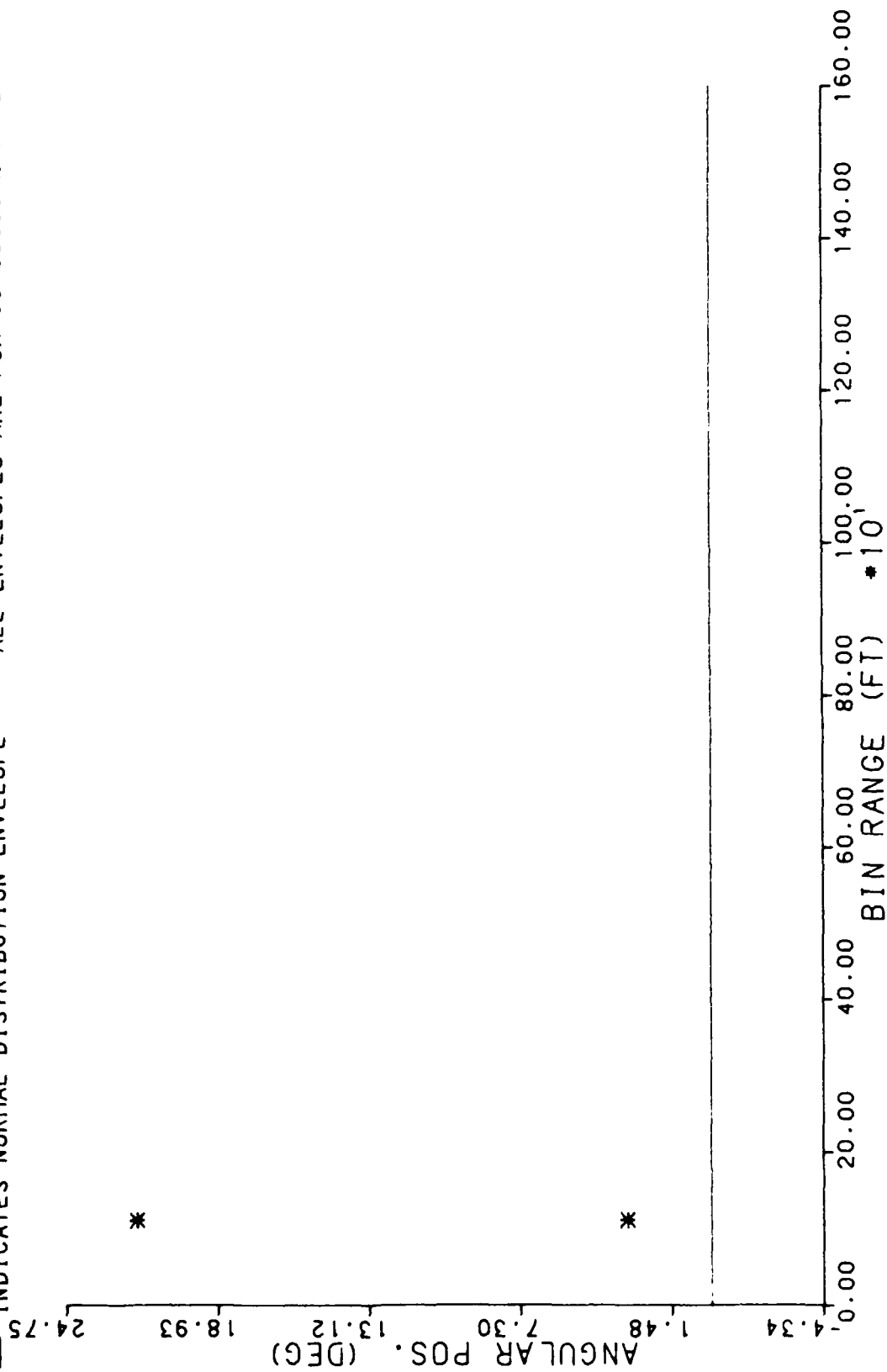




VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 7 DEGREE CURVED APPROACHES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT. NJ 08403

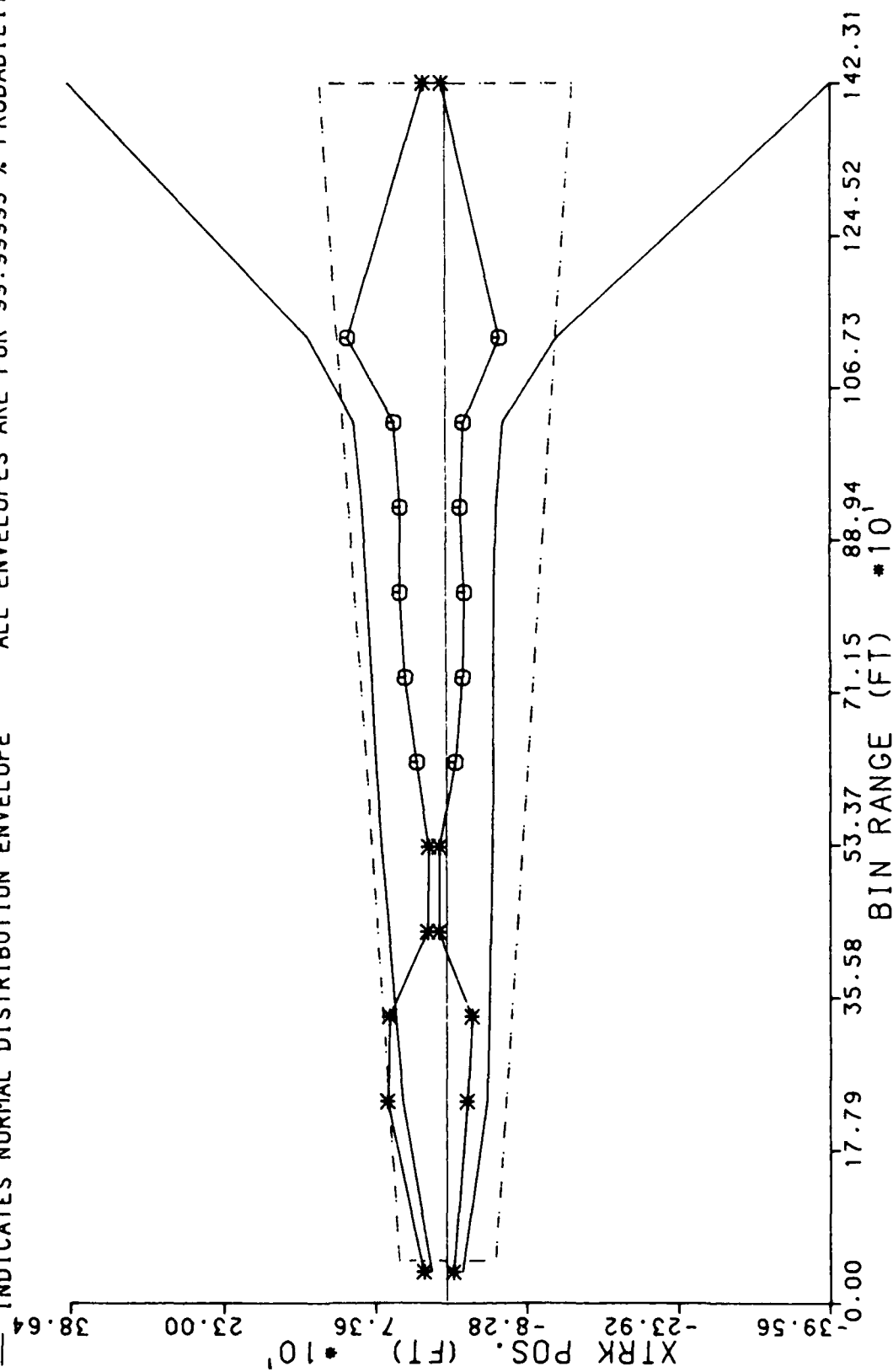
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY 8 DEGREE CURVED APPROACHES

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) --- INDICATES FAA APPROACH SURFACE  
O INDICATES BETA DISTRIBUTION RANGE LIMIT \*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
--- INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



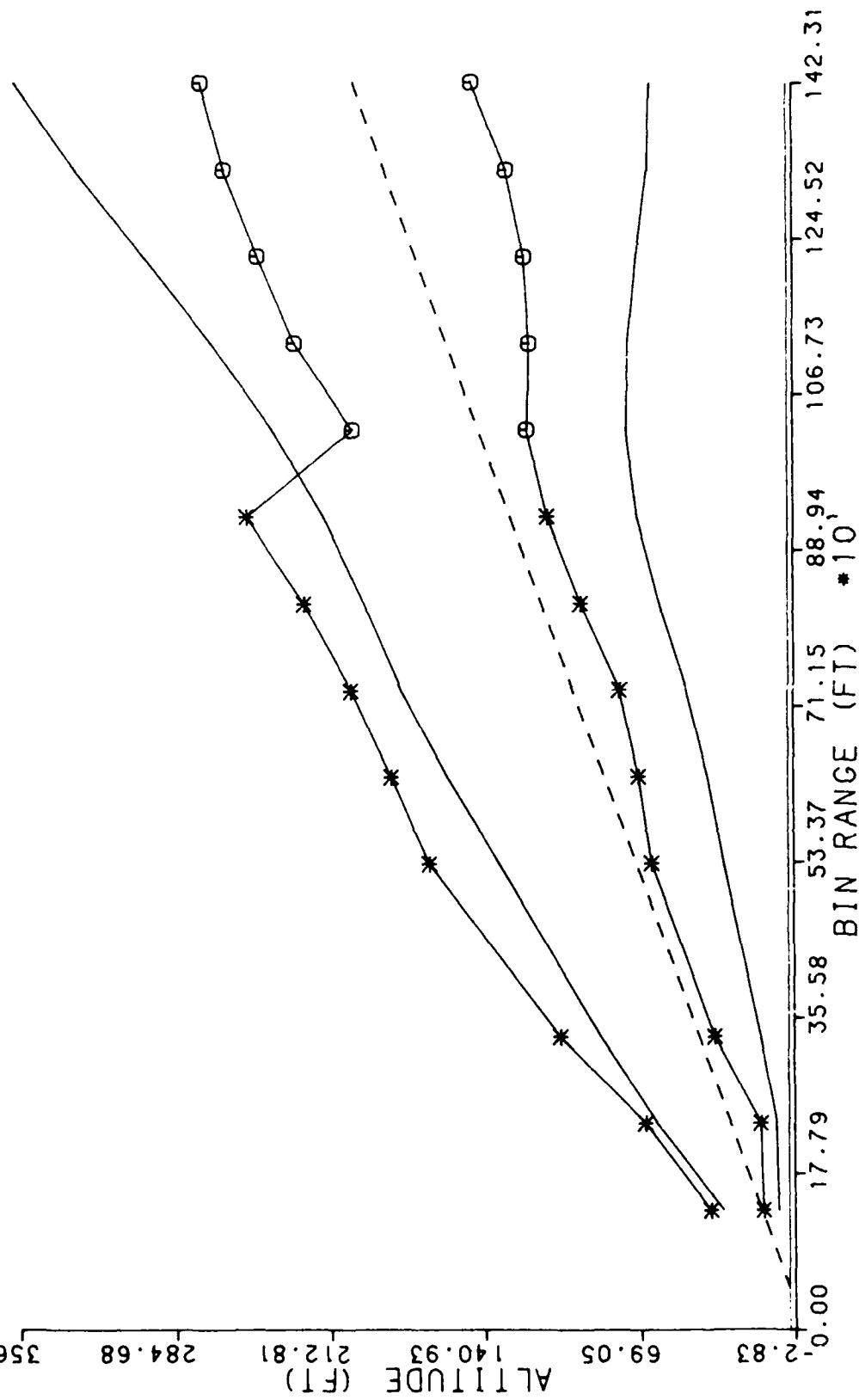
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
8 DEGREE CURVED APPROACHES

ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

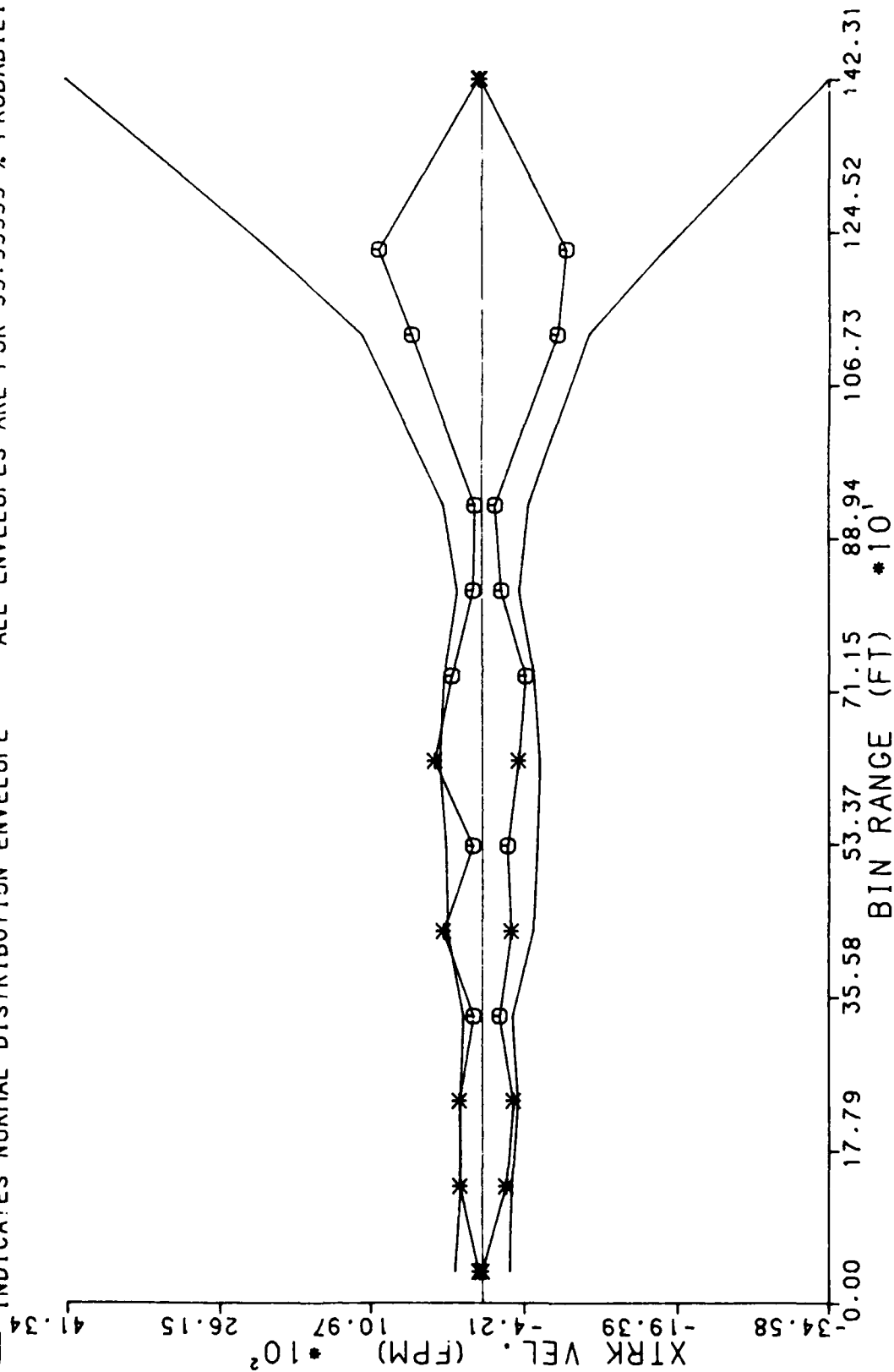
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 8 DEGREE CURVED APPROACHES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT. NJ 08403

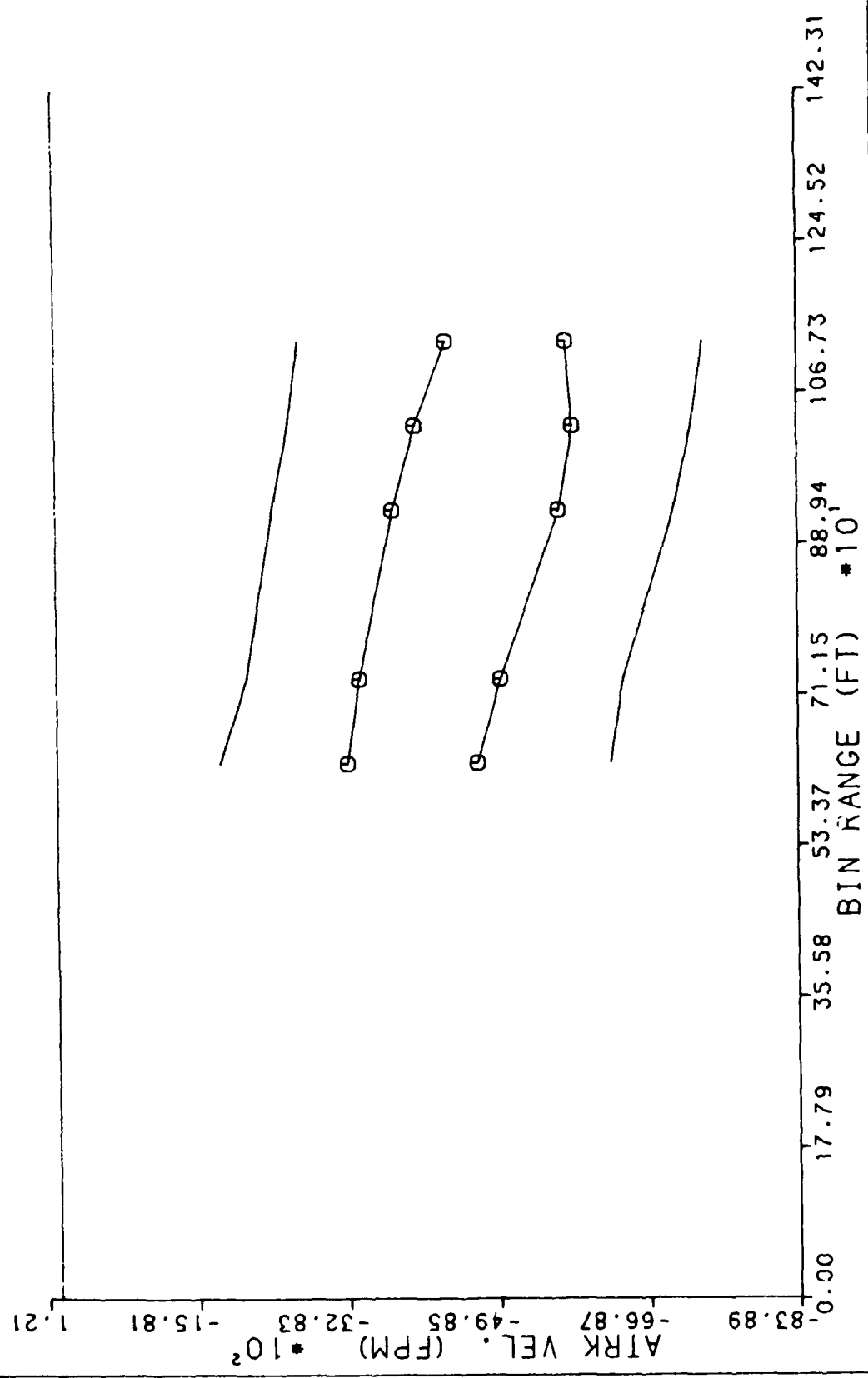
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 8 DEGREE CURVED APPROACHES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
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DATA PROCESSED BY FAA TECHNICAL CENTER  
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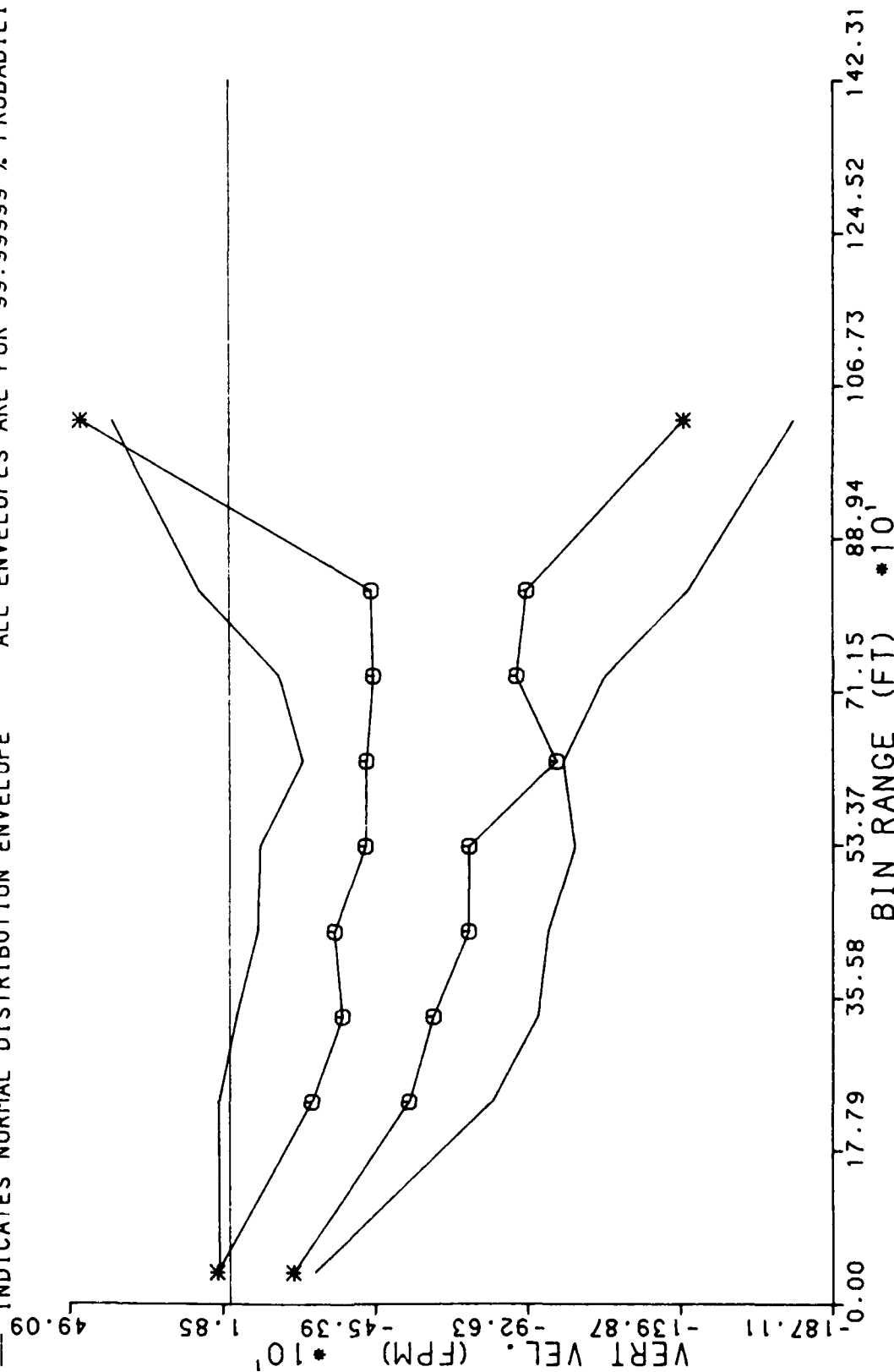
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 8 DEGREE CURVED APPROACHES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT. NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



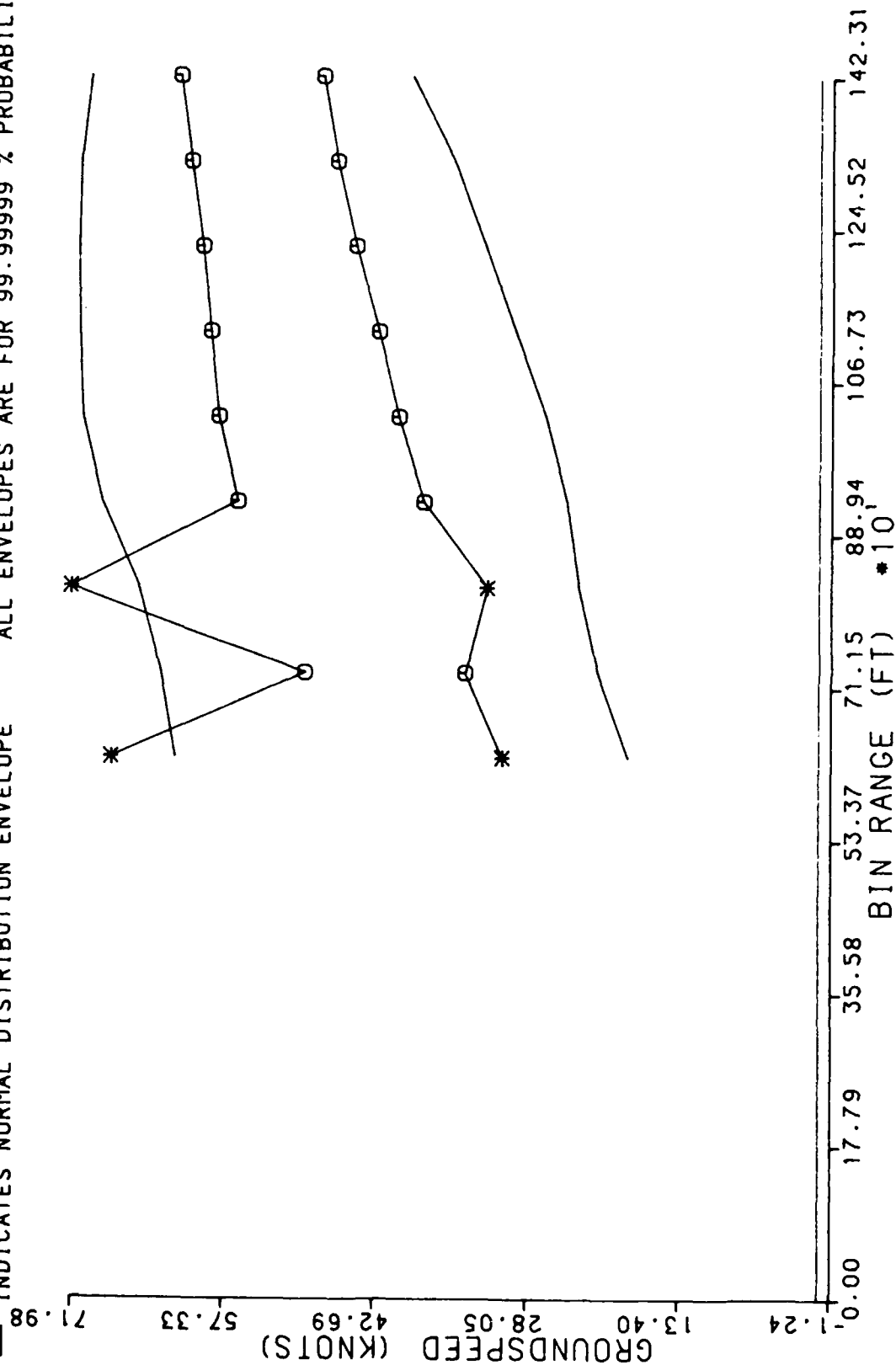
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 8 DEGREE CURVED APPROACHES

GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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 ATLANTIC CITY AIRPORT, NJ 08405

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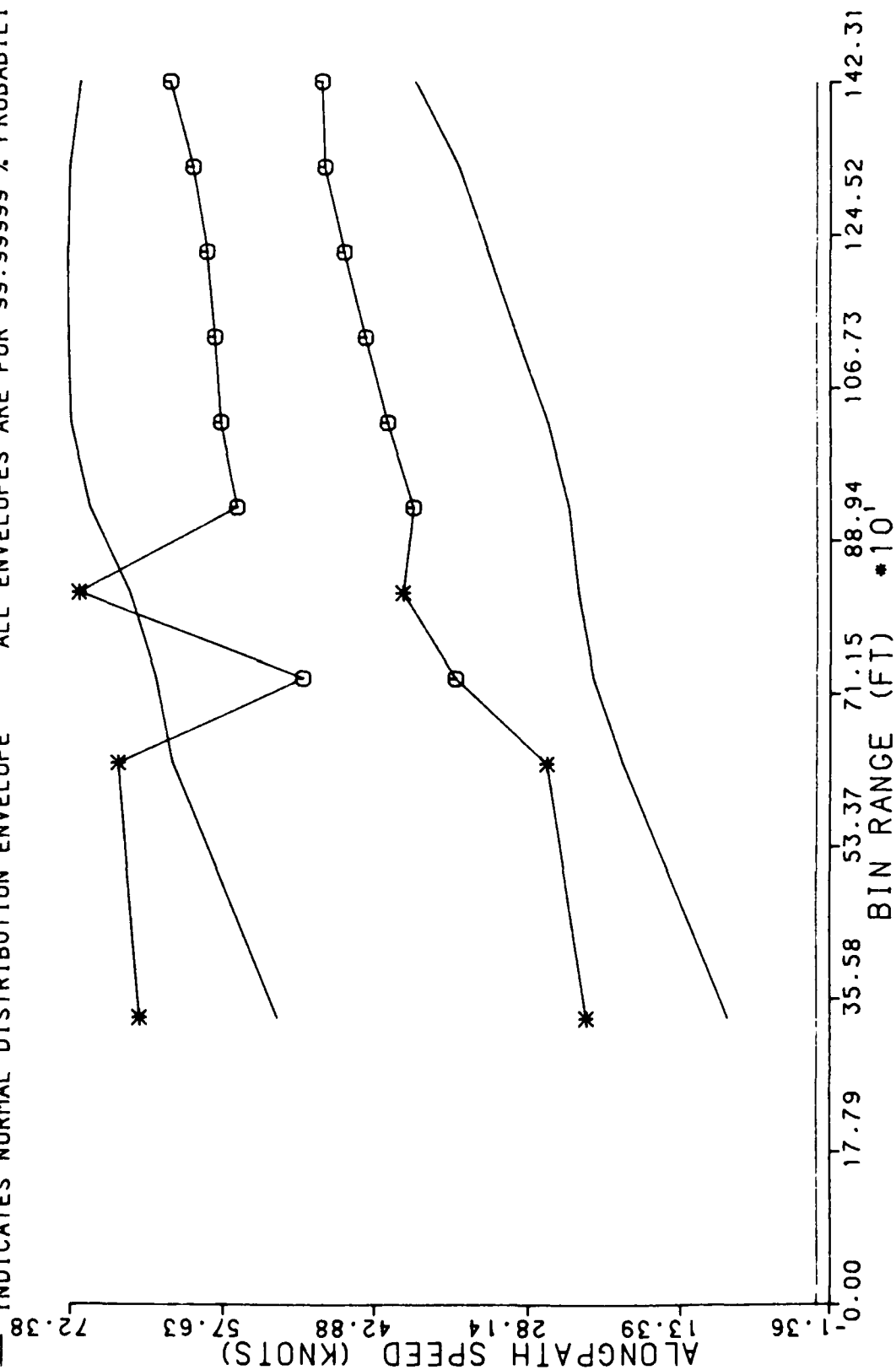
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
8 DEGREE CURVED APPROACHES

ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
8 DEGREE CURVED APPROACHES

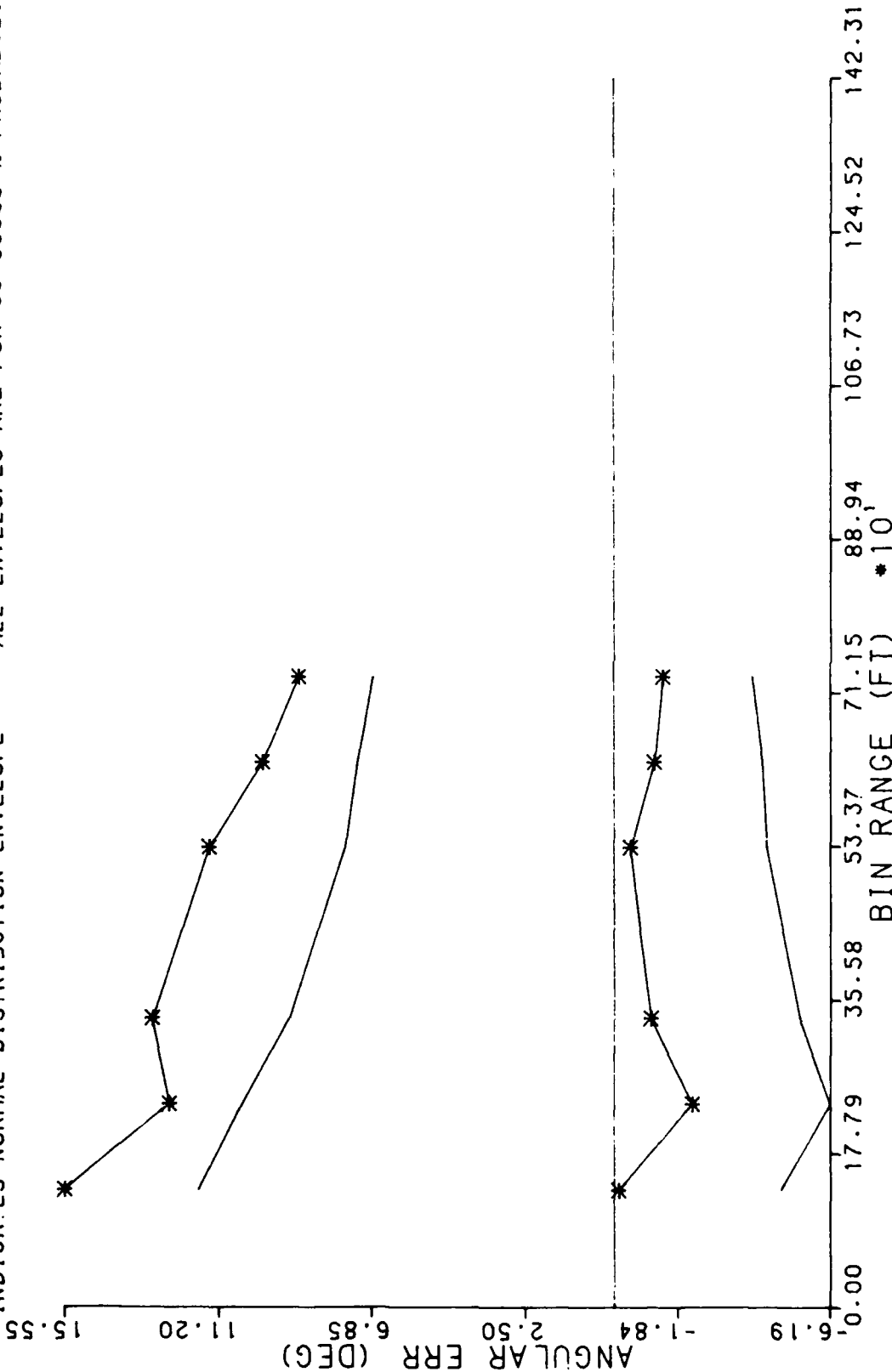
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08403

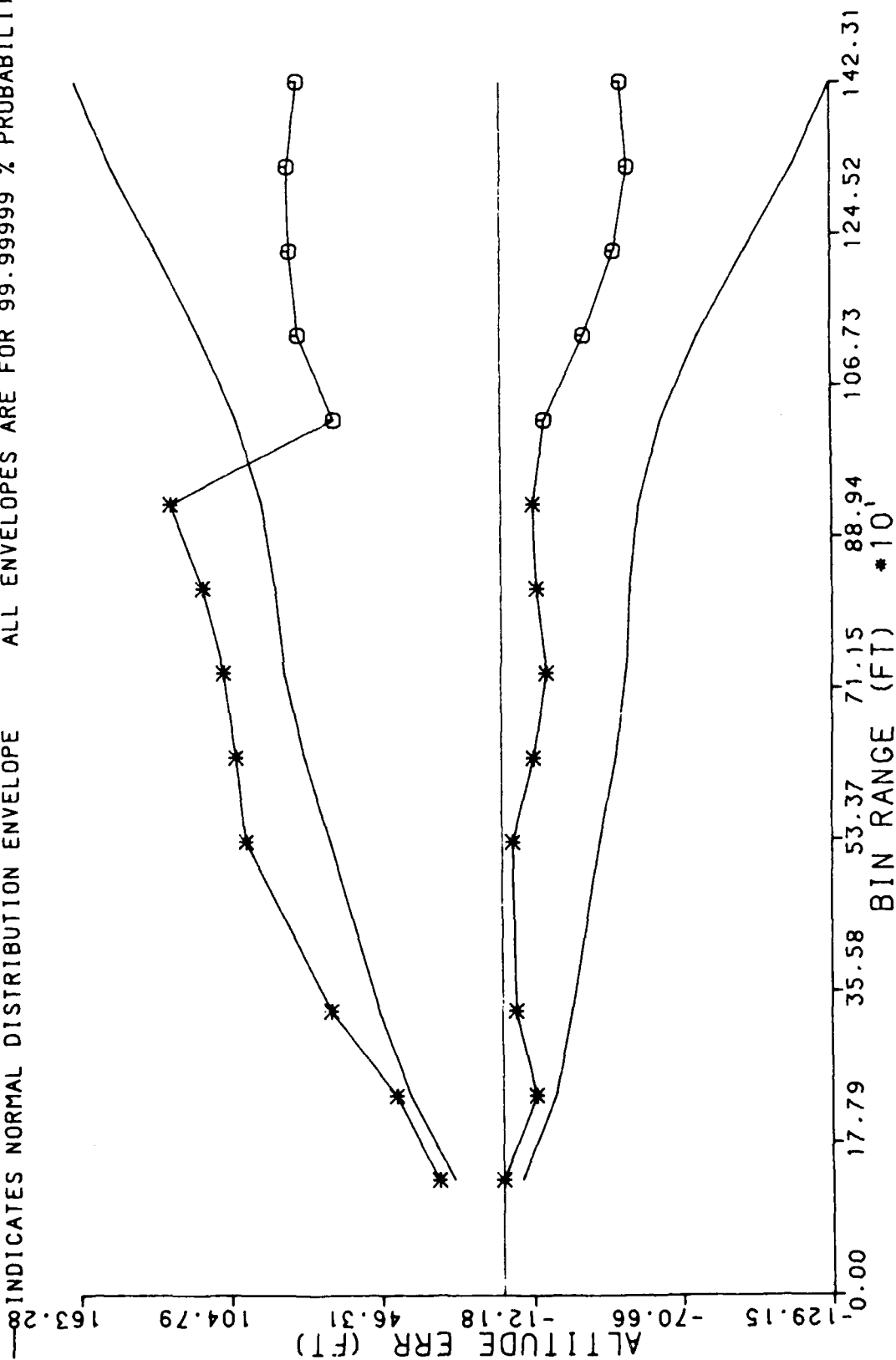
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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 8 DEGREE CURVED APPROACHES  
 ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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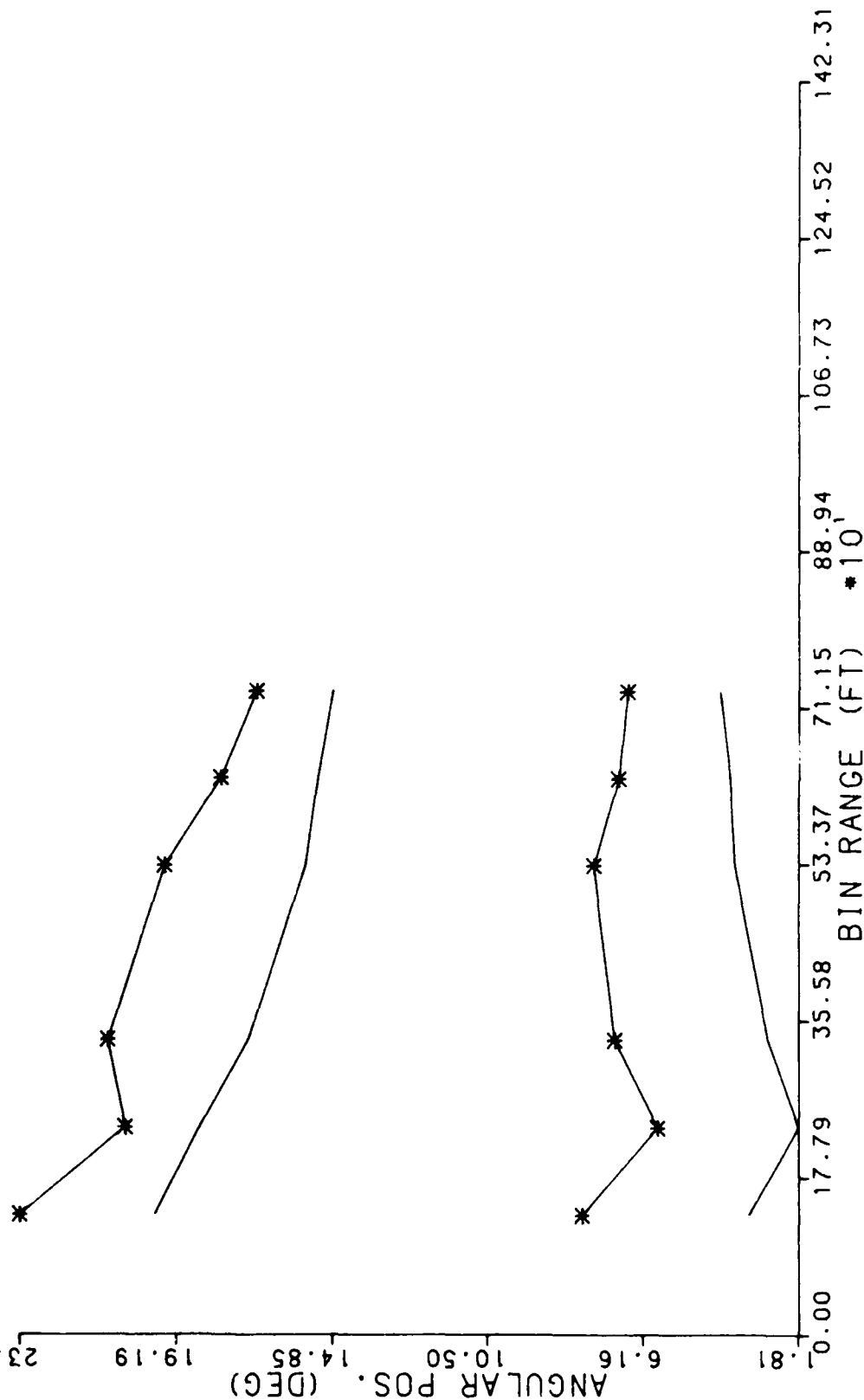


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
8 DEGREE CURVED APPROACHES

ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. N708403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

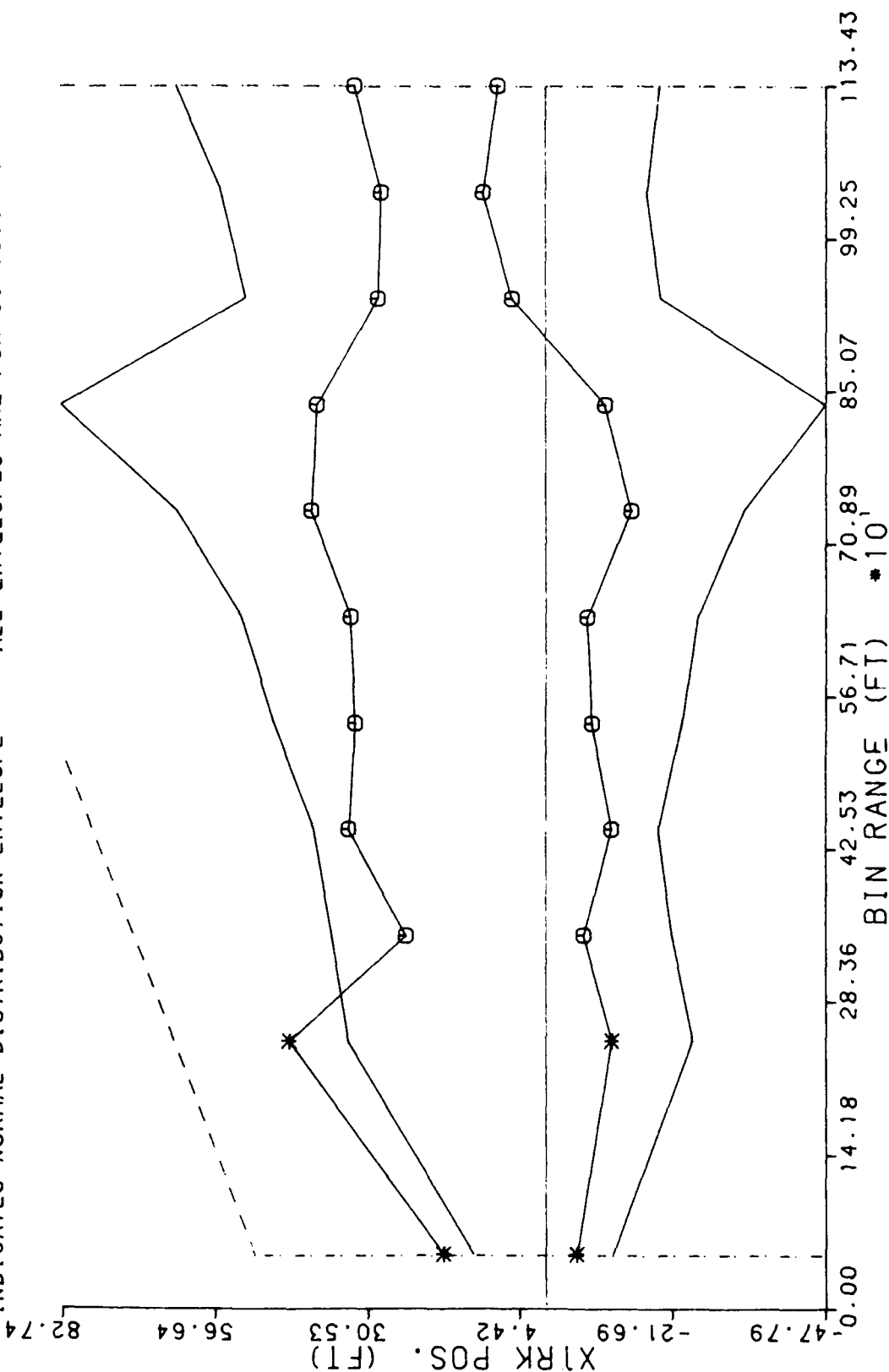


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE CURVED APPROACHES

CROSSRACK POSITION (FT) VS. BIN RANGE (FT) --- INDICATES FAA APPROACH SURFACE  
O INDICATES BETA DISTRIBUTION RANGE LIMIT \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08403

--- INDICATES FAA APPROACH SURFACE  
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE CURVED APPROACHES

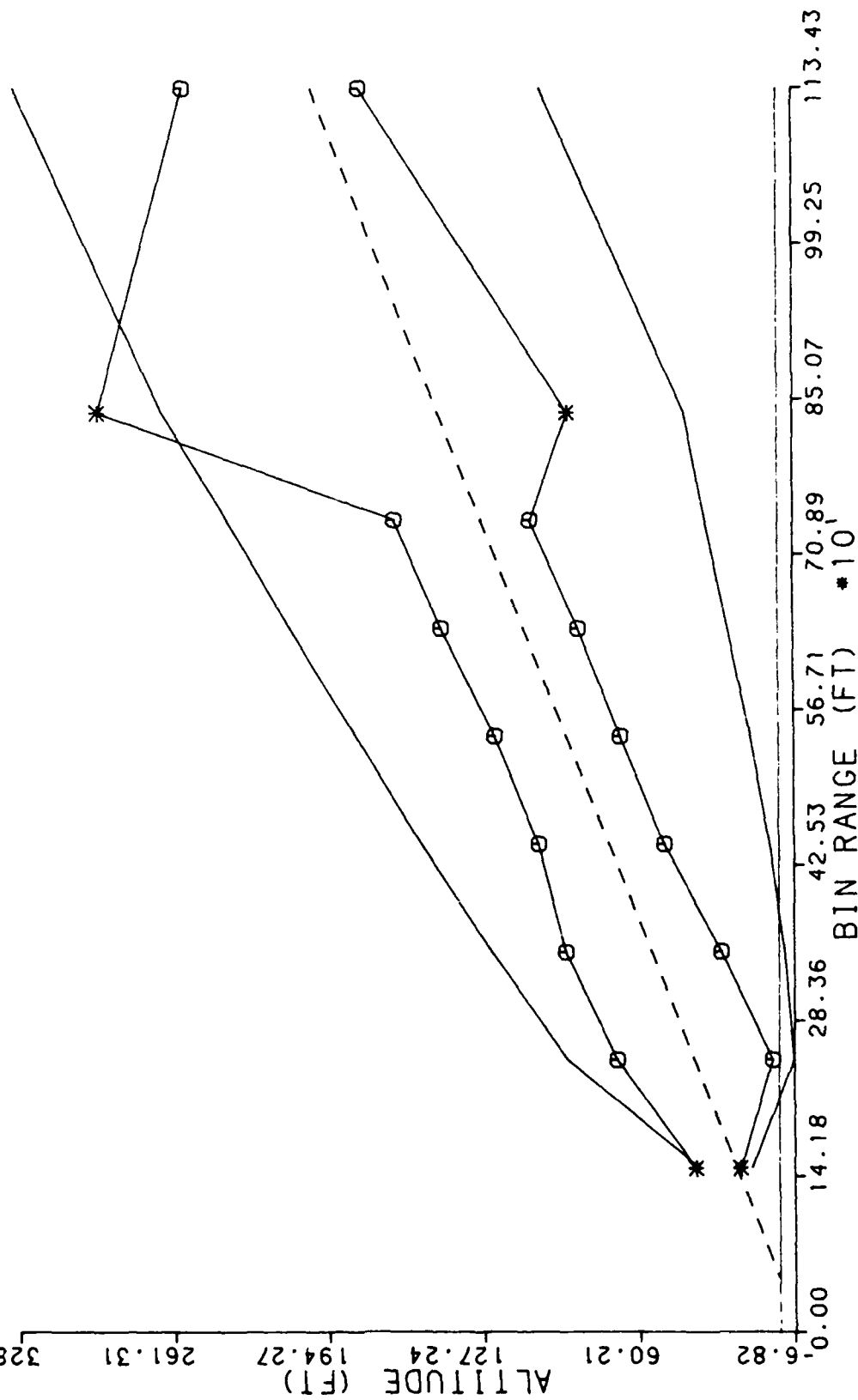
ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

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# VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY

10 DEGREE CURVED APPROACHES

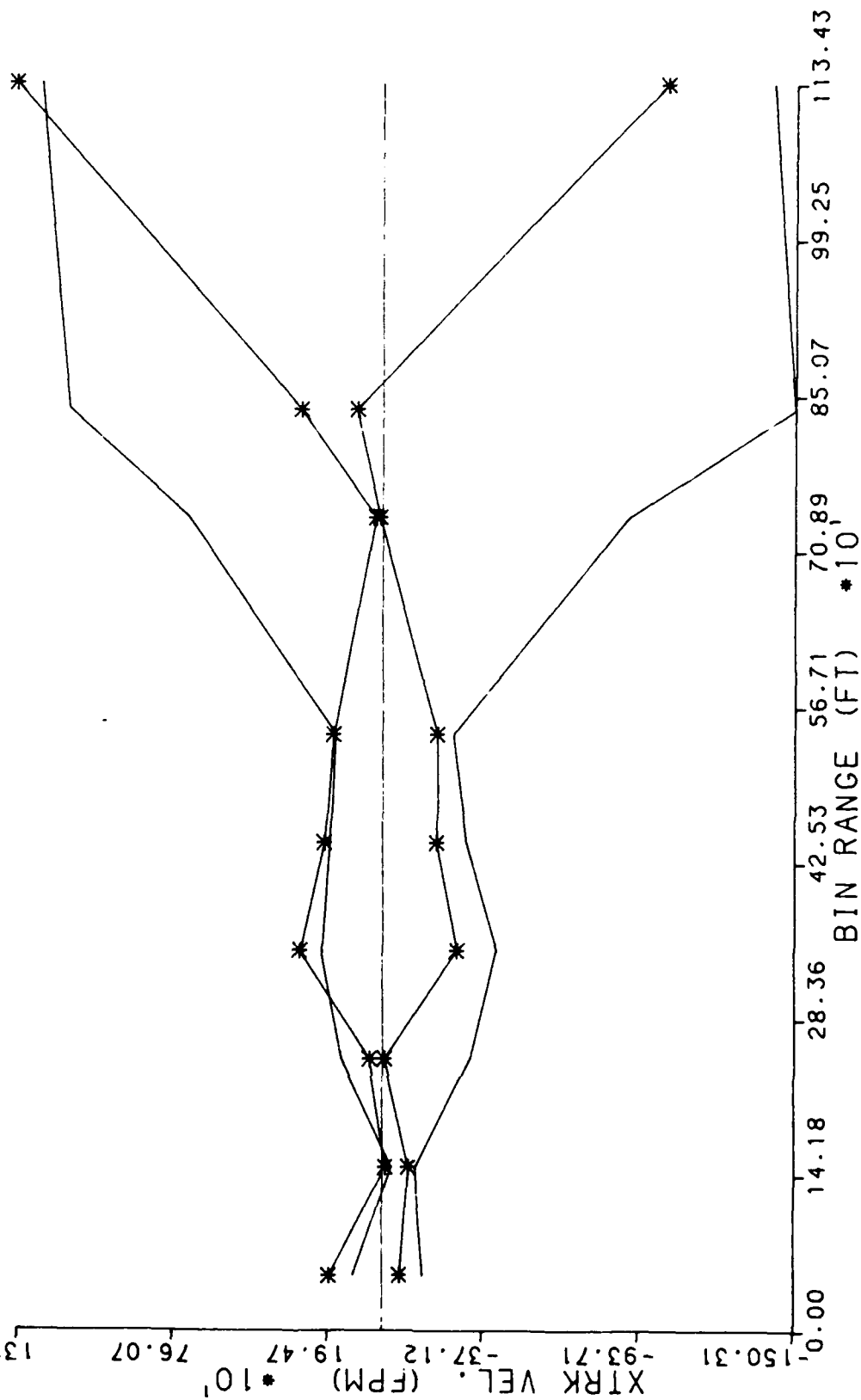
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

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# VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY

10 DEGREE CURVED APPROACHES

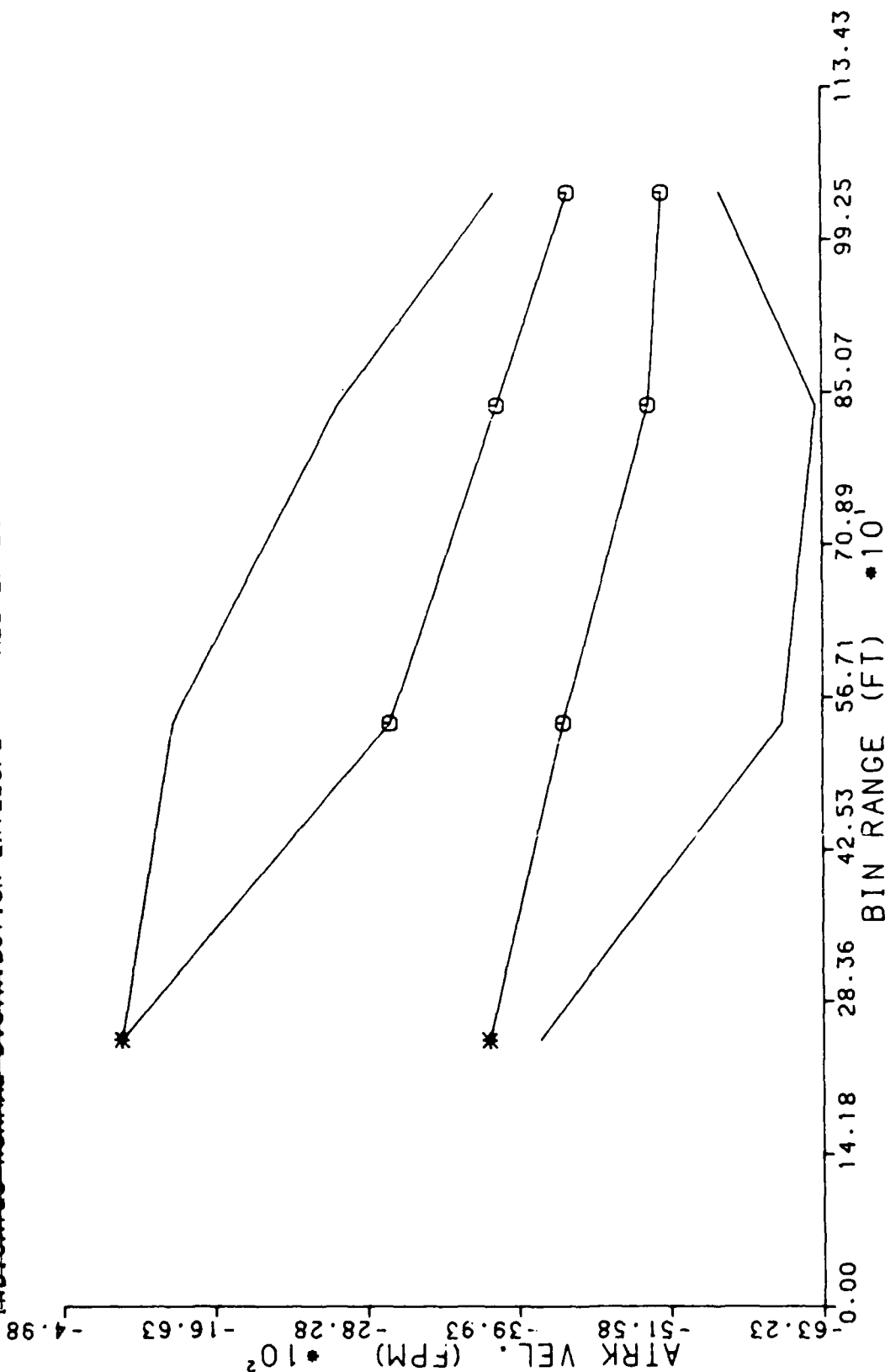
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

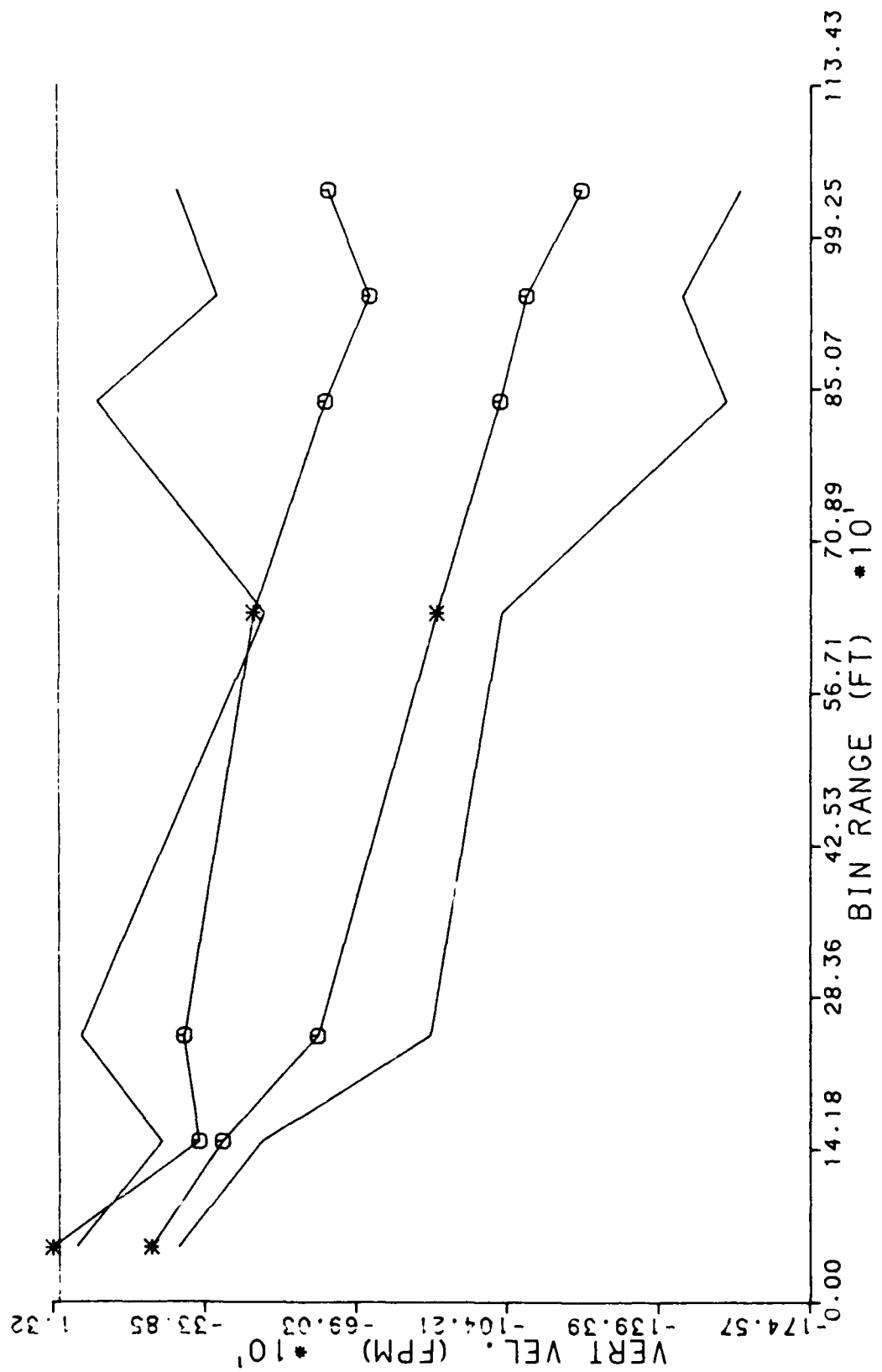
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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE CURVED APPROACHES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 --- INDICATES NORMAL DISTRIBUTION ENVELOPE

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 ATLANTIC CITY AIRPORT, NJ 08403

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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY

10 DEGREE CURVED APPROACHES

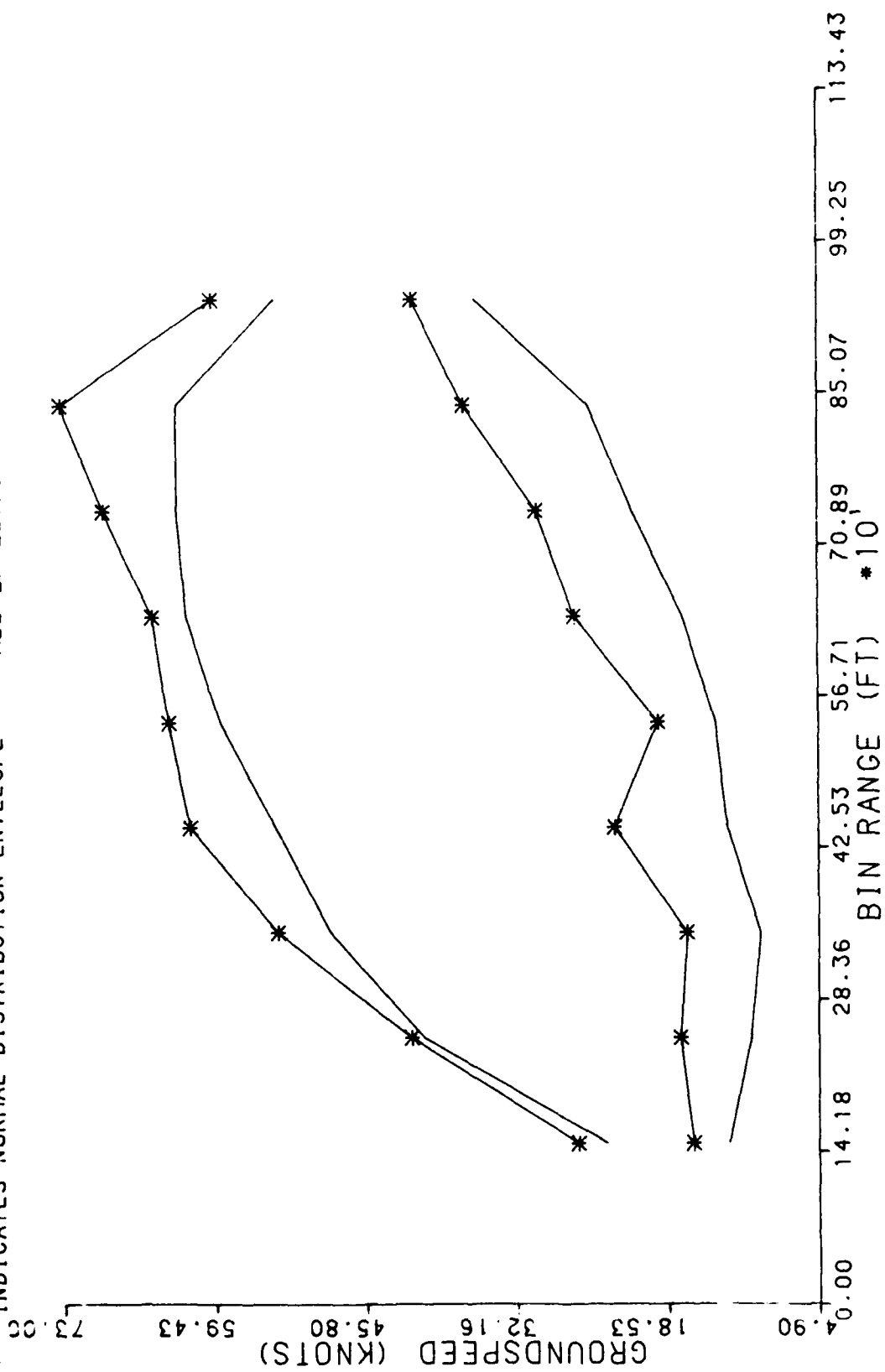
GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

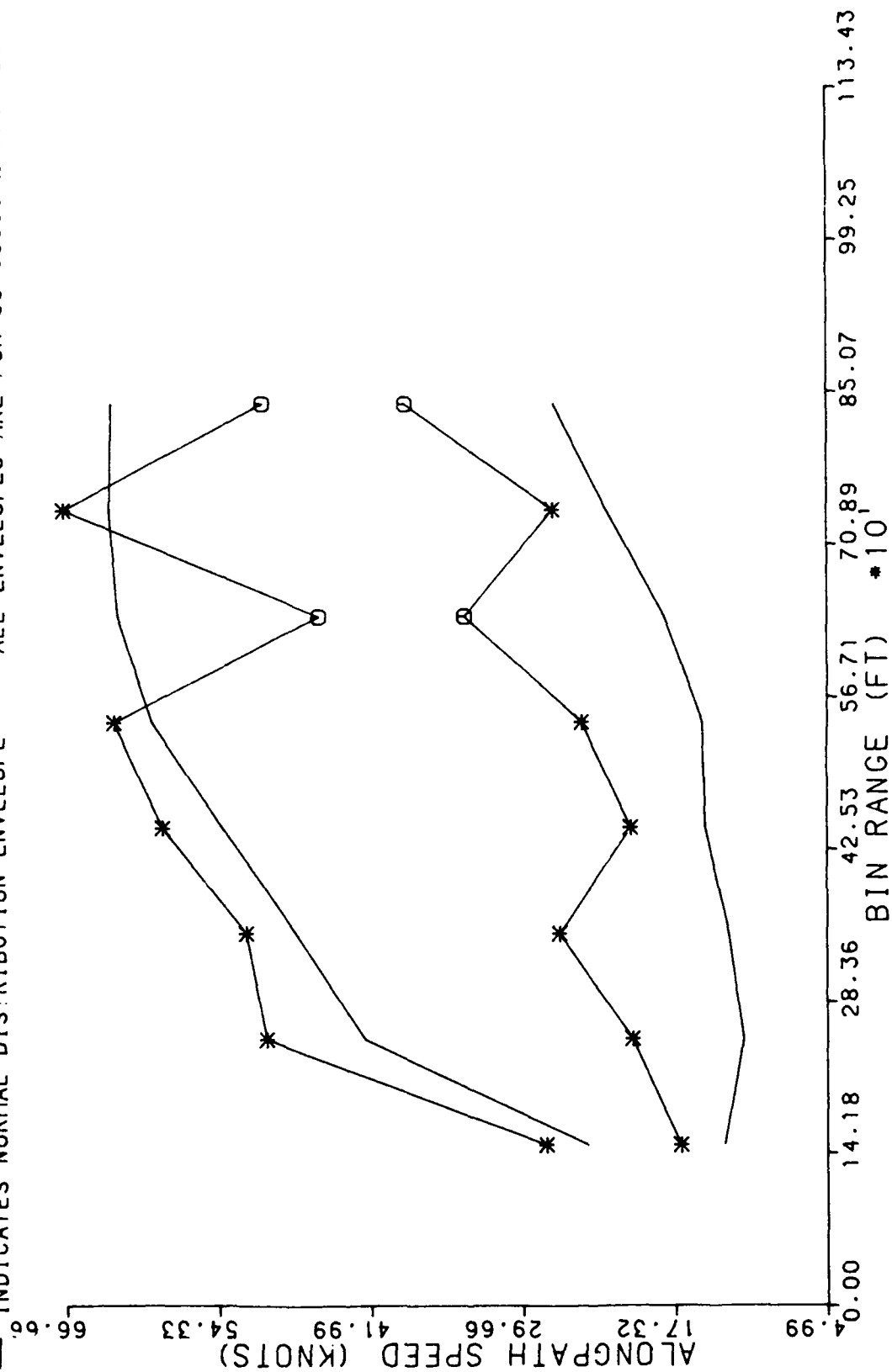
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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE CURVED APPROACHES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 \* INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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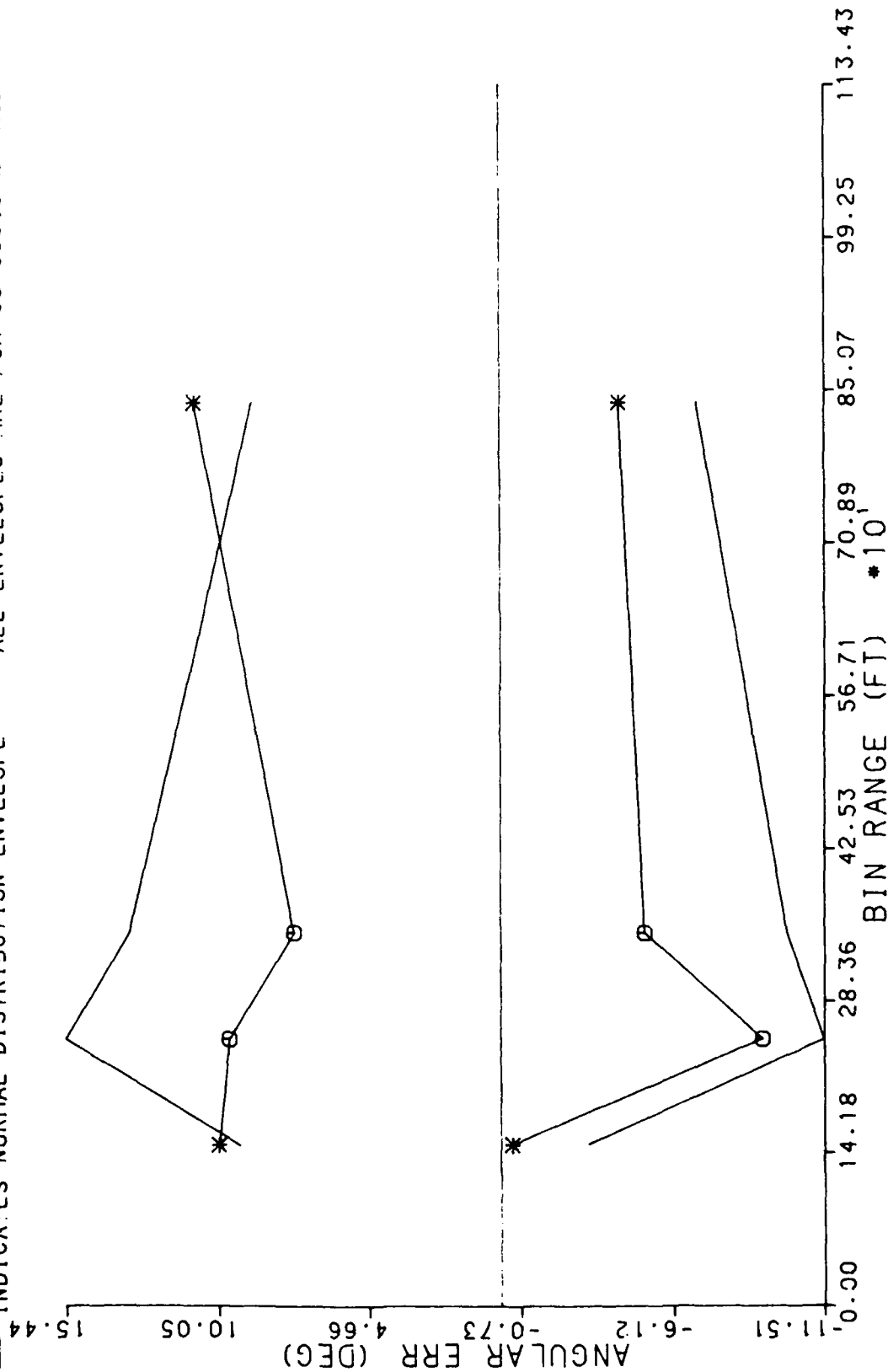
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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DATA PROCESSED BY FAA TECHNICAL CENTER  
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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE CURVED APPROACHES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE CURVED APPROACHES

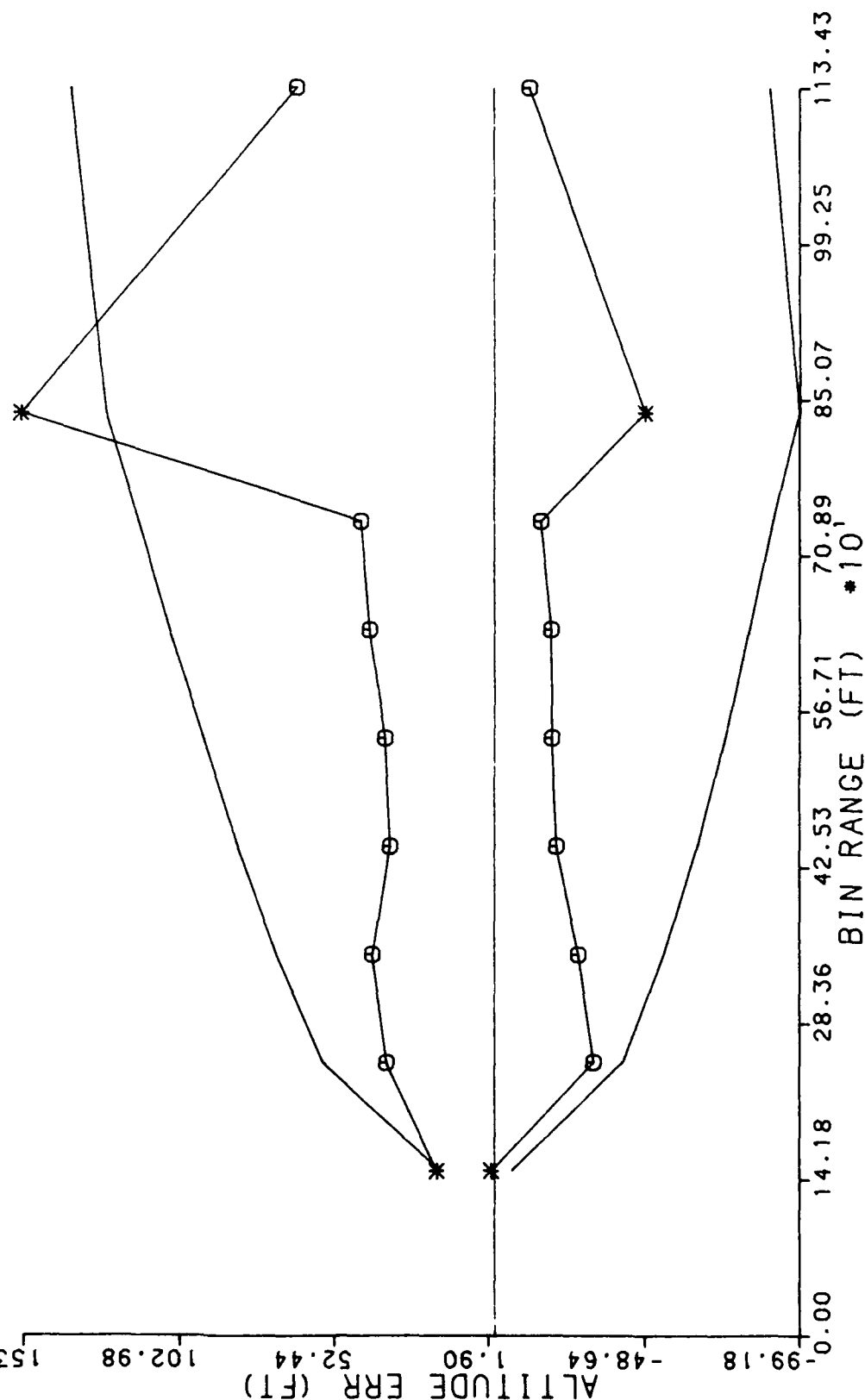
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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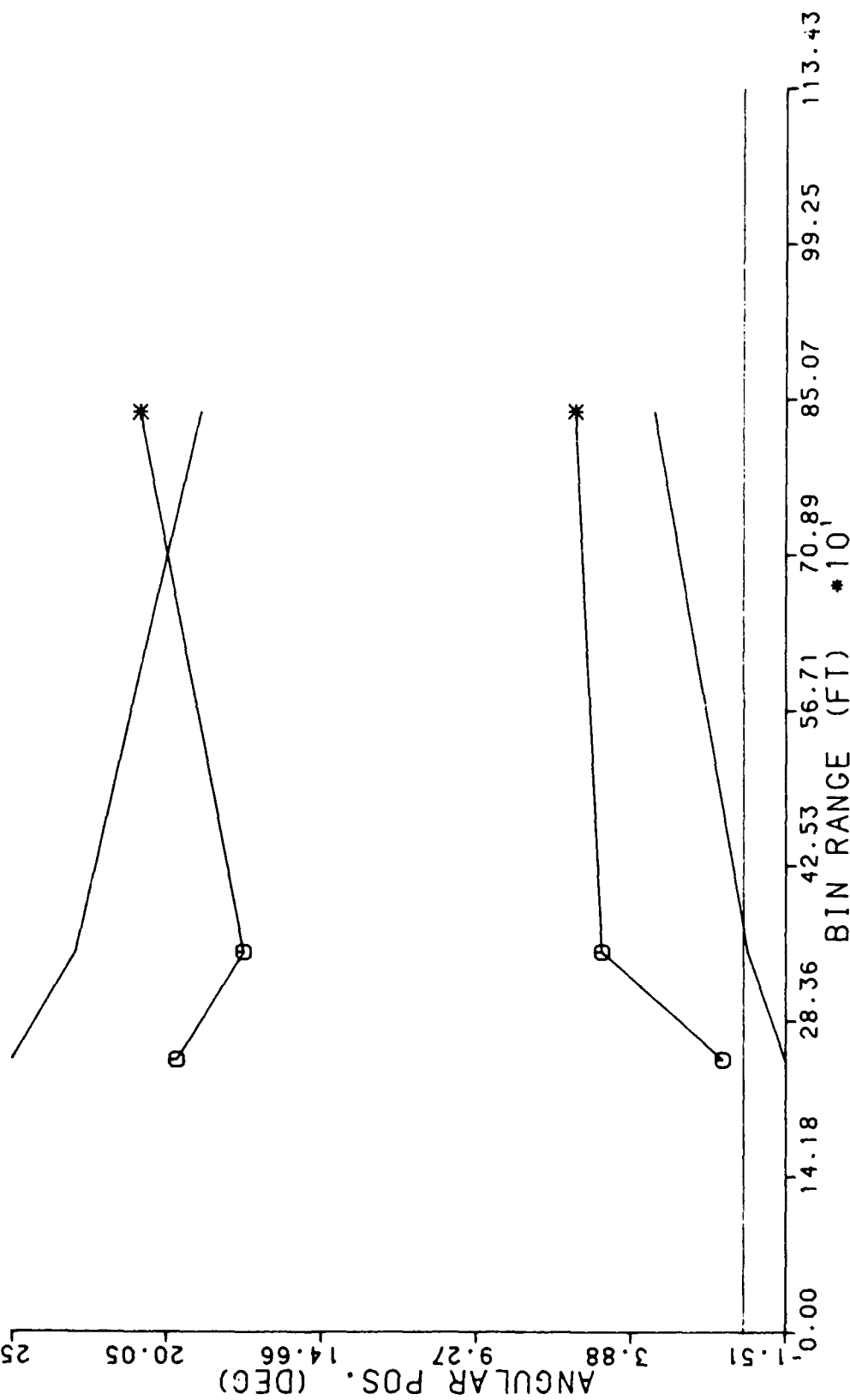


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE CURVED APPROACHES

ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
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# VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY

7 DEGREE STRAIGHT DEPARTURES

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

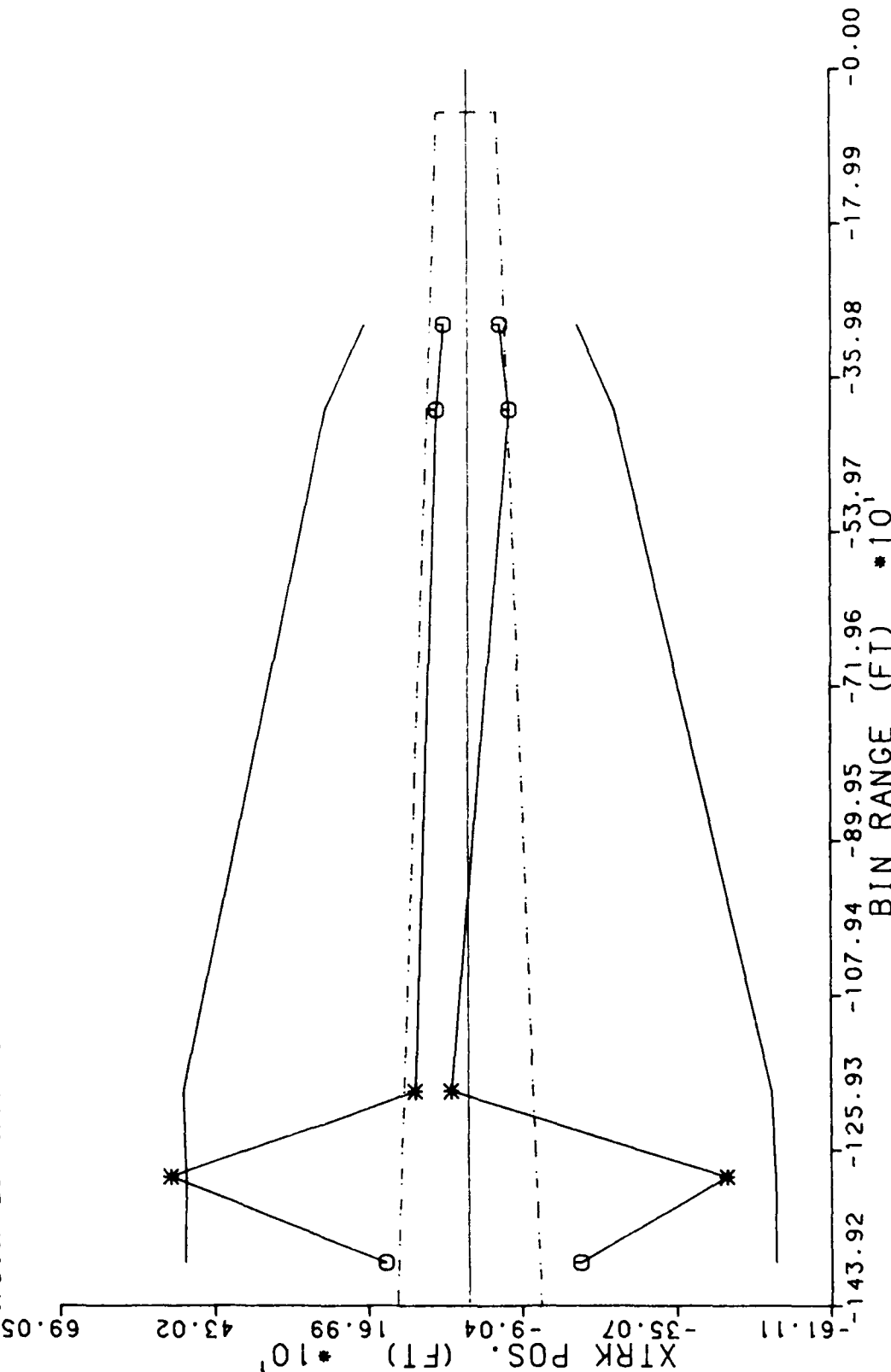
INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08405

INDICATES FAA APPROACH SURFACE

INDICATES GAMMA DISTRIBUTION RANGE LIMIT

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# VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY

7 DEGREE STRAIGHT DEPARTURES

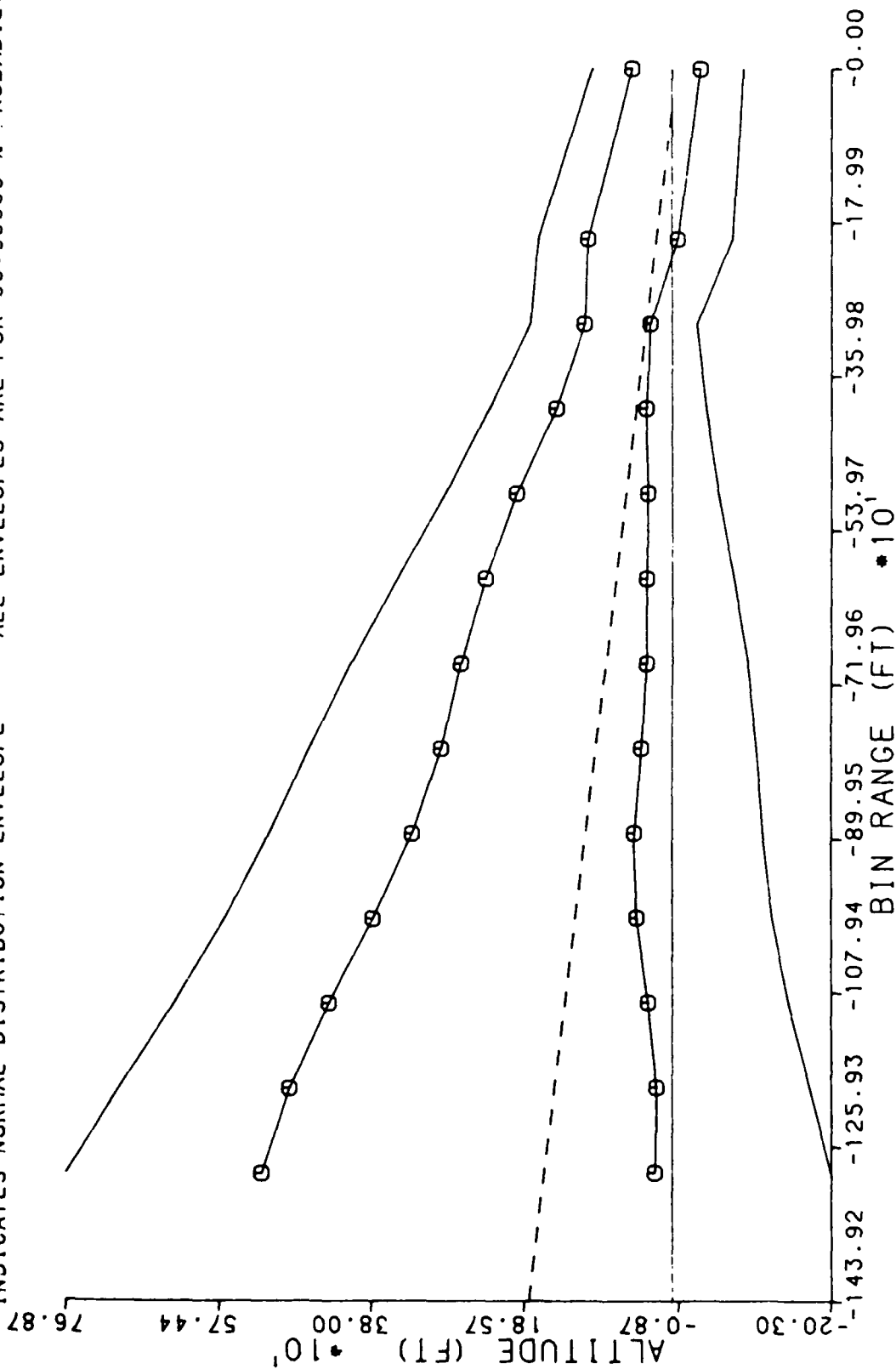
ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

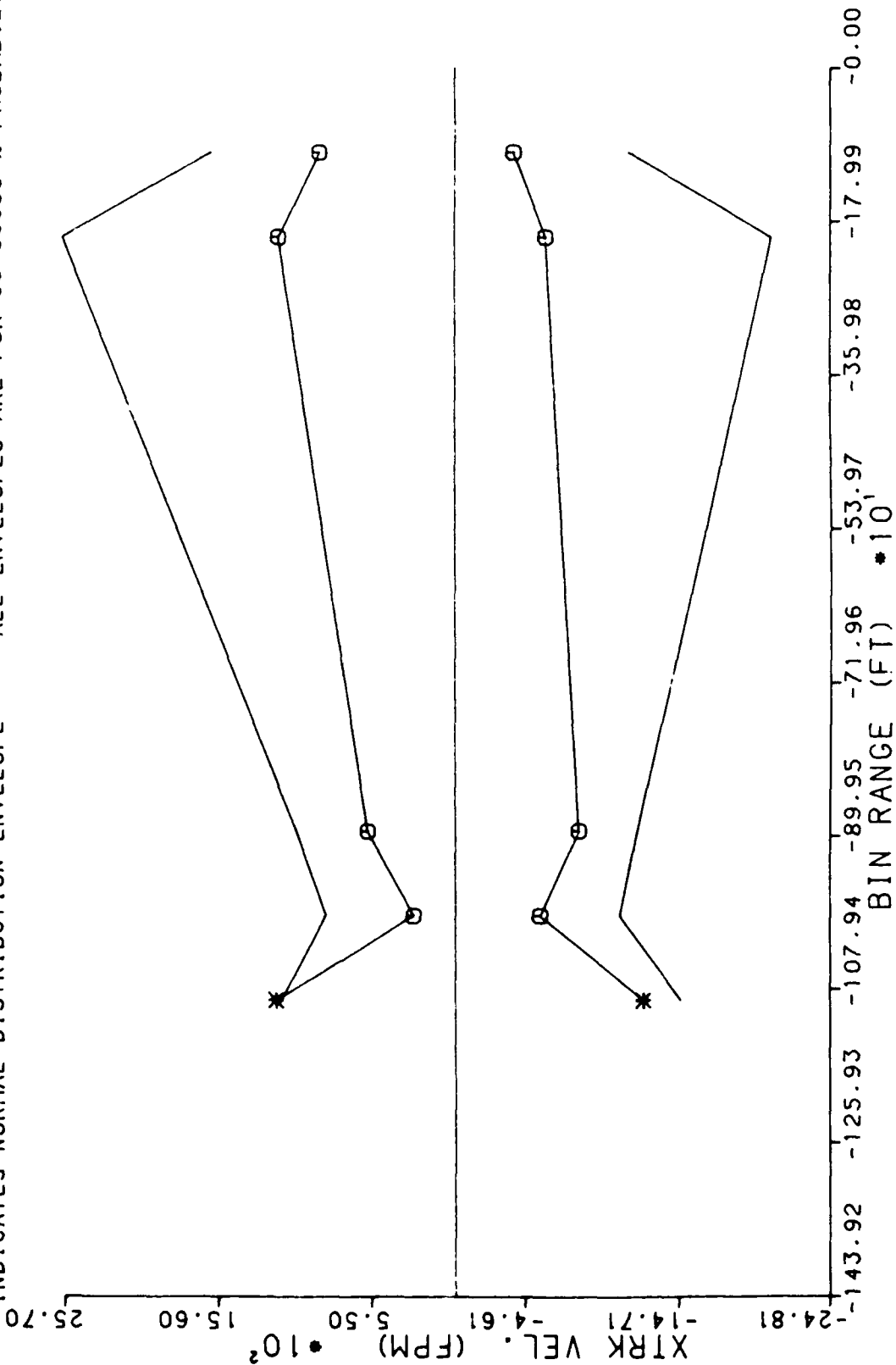
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VMC DISTRIBUTION ANALYSIS--- OH6 DATA ONLY  
 7 DEGREE STRAIGHT DEPARTURES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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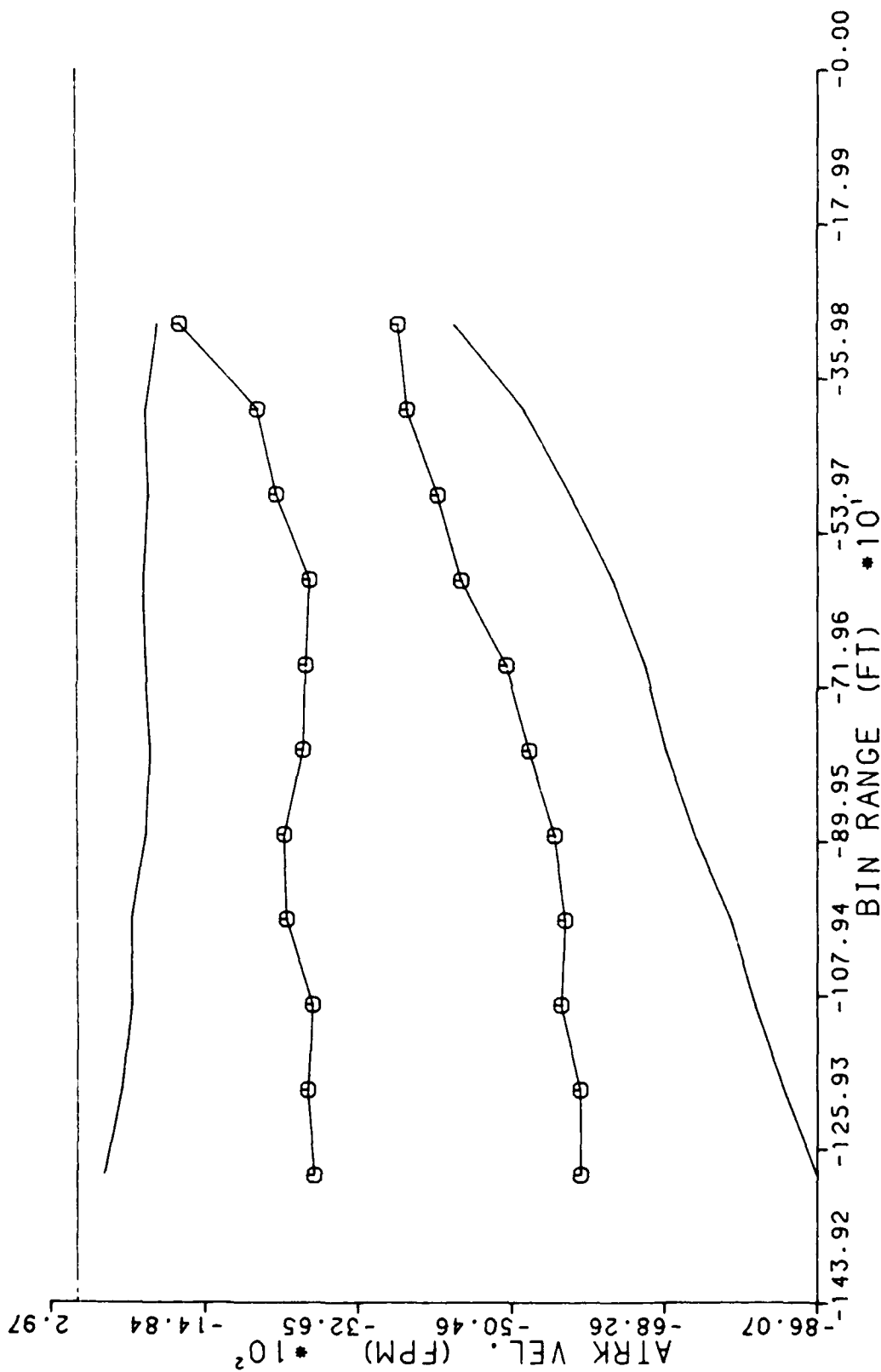




VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 7 DEGREE STRAIGHT DEPARTURES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
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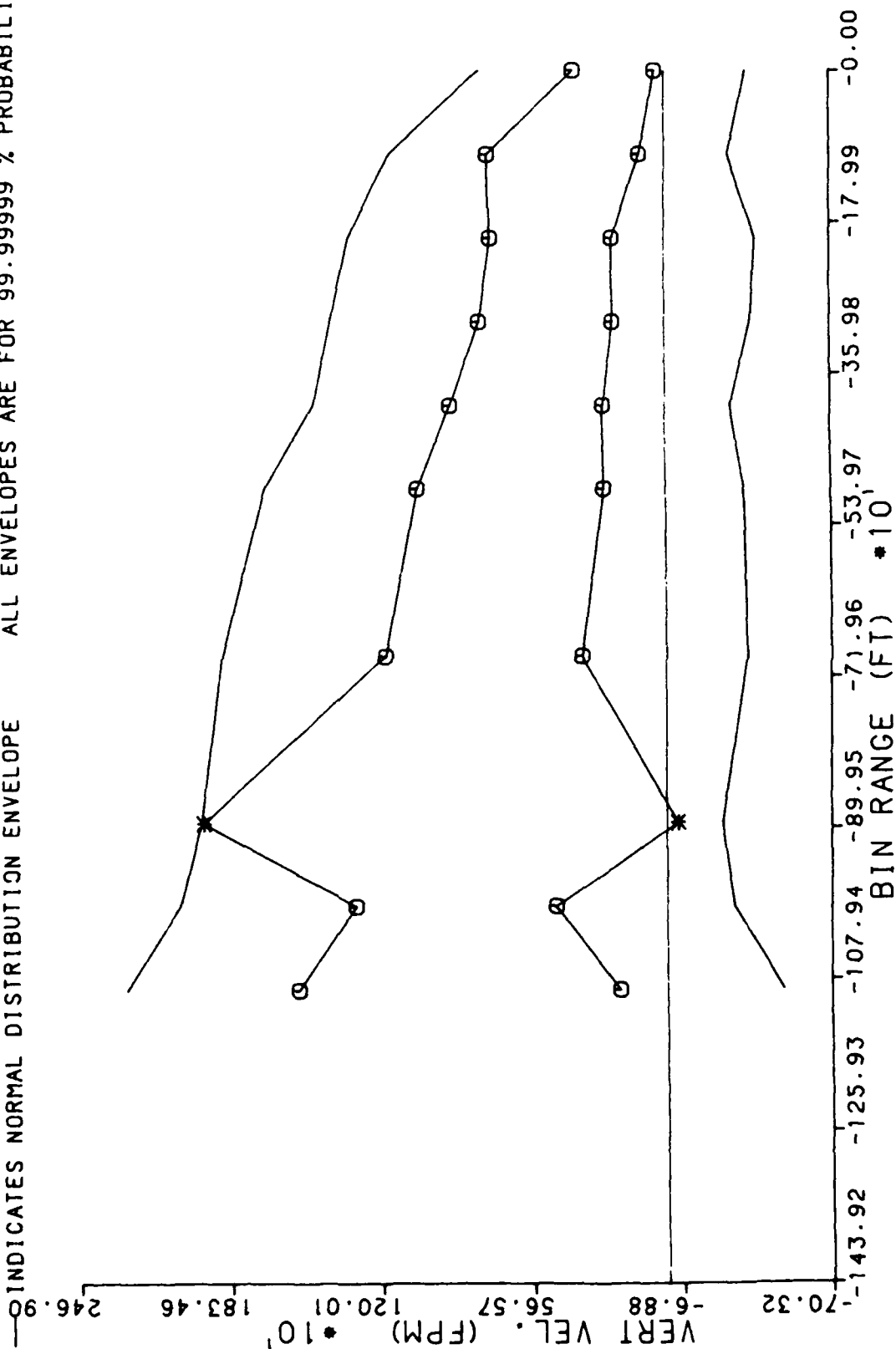
VMC DISTRIBUTION ANALYSIS-- JH6 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES

VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



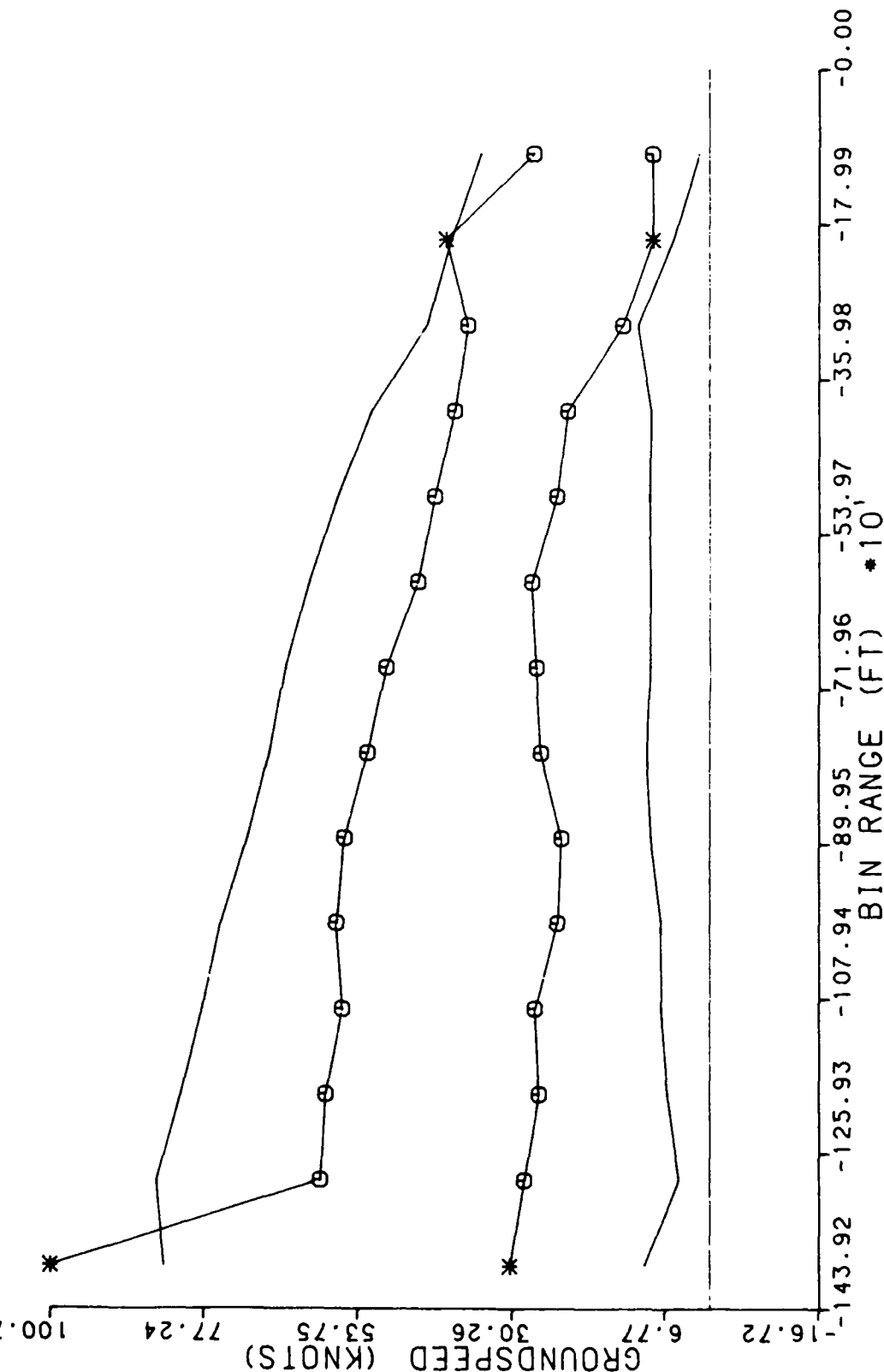
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES

GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08403

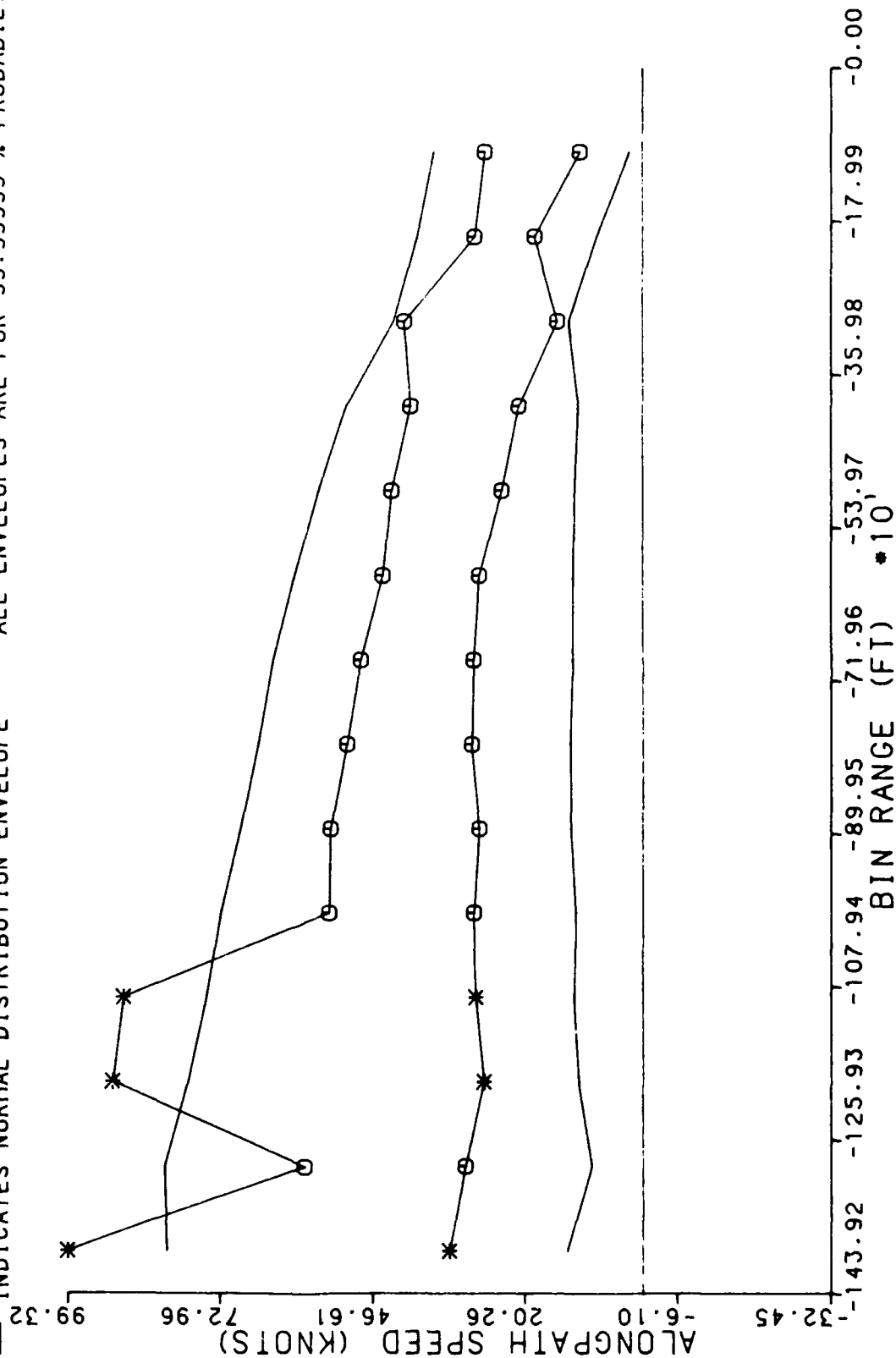
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 7 DEGREE STRAIGHT DEPARTURES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES

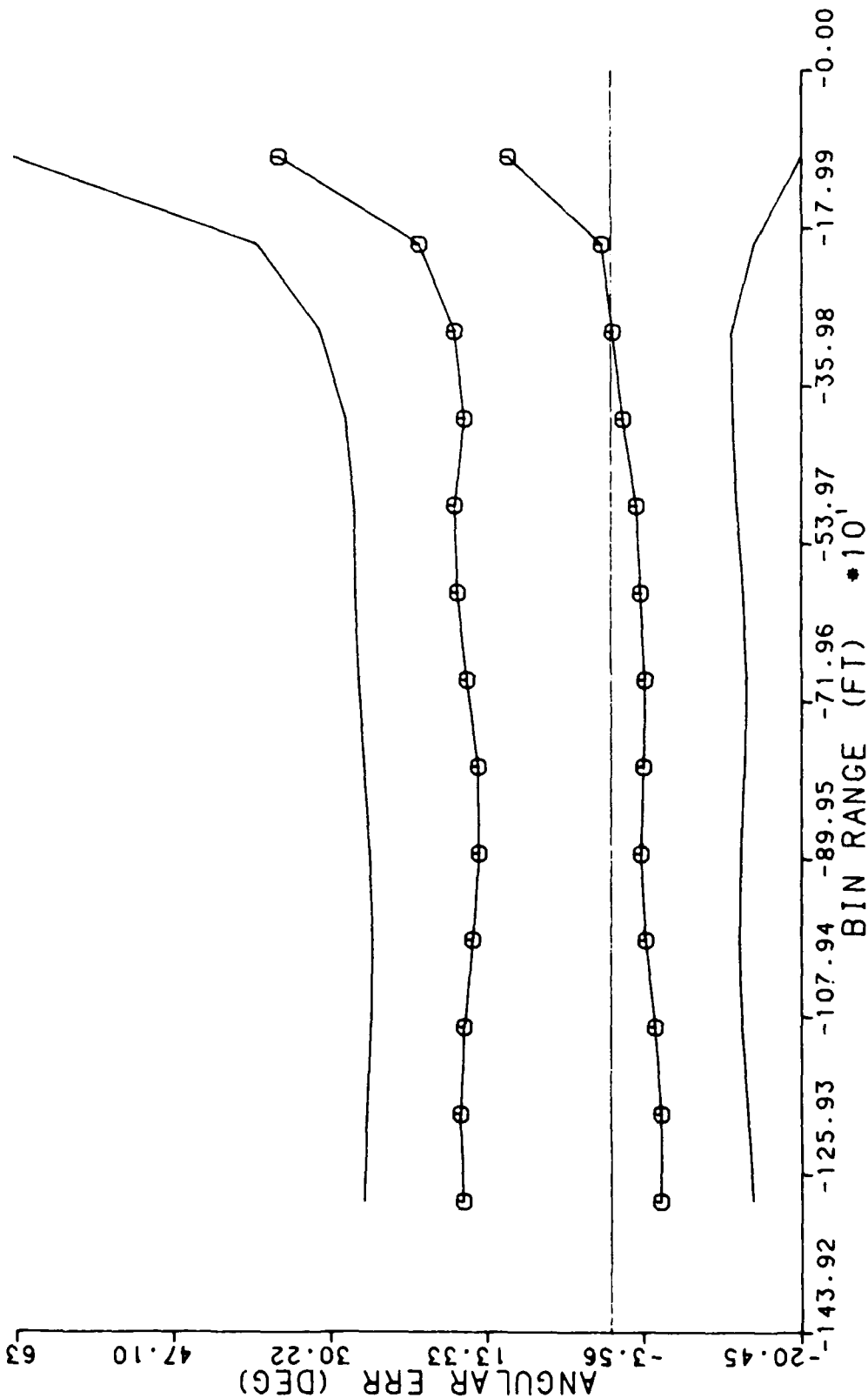
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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# VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY 7 DEGREE STRAIGHT DEPARTURES

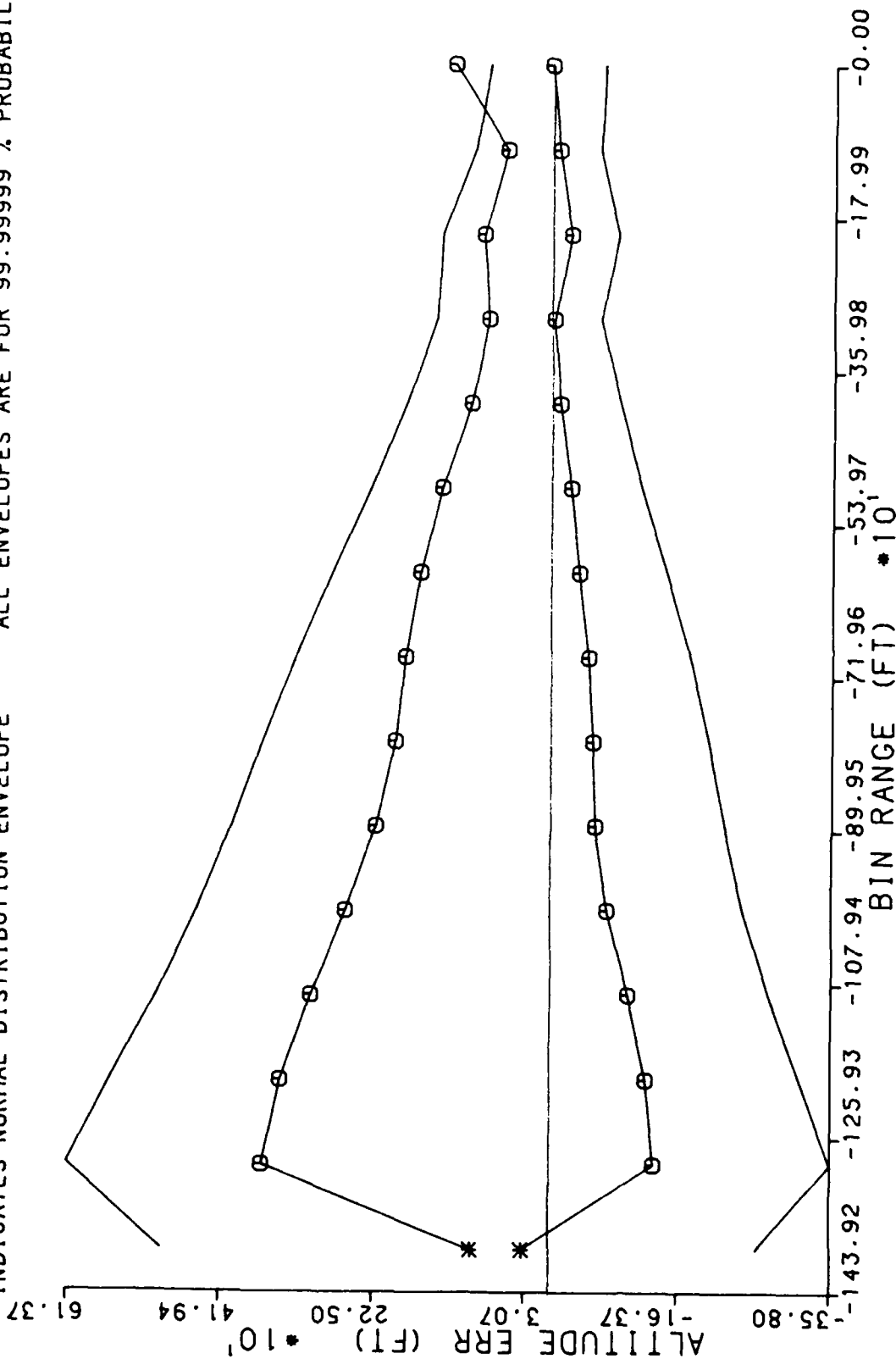
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08405

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

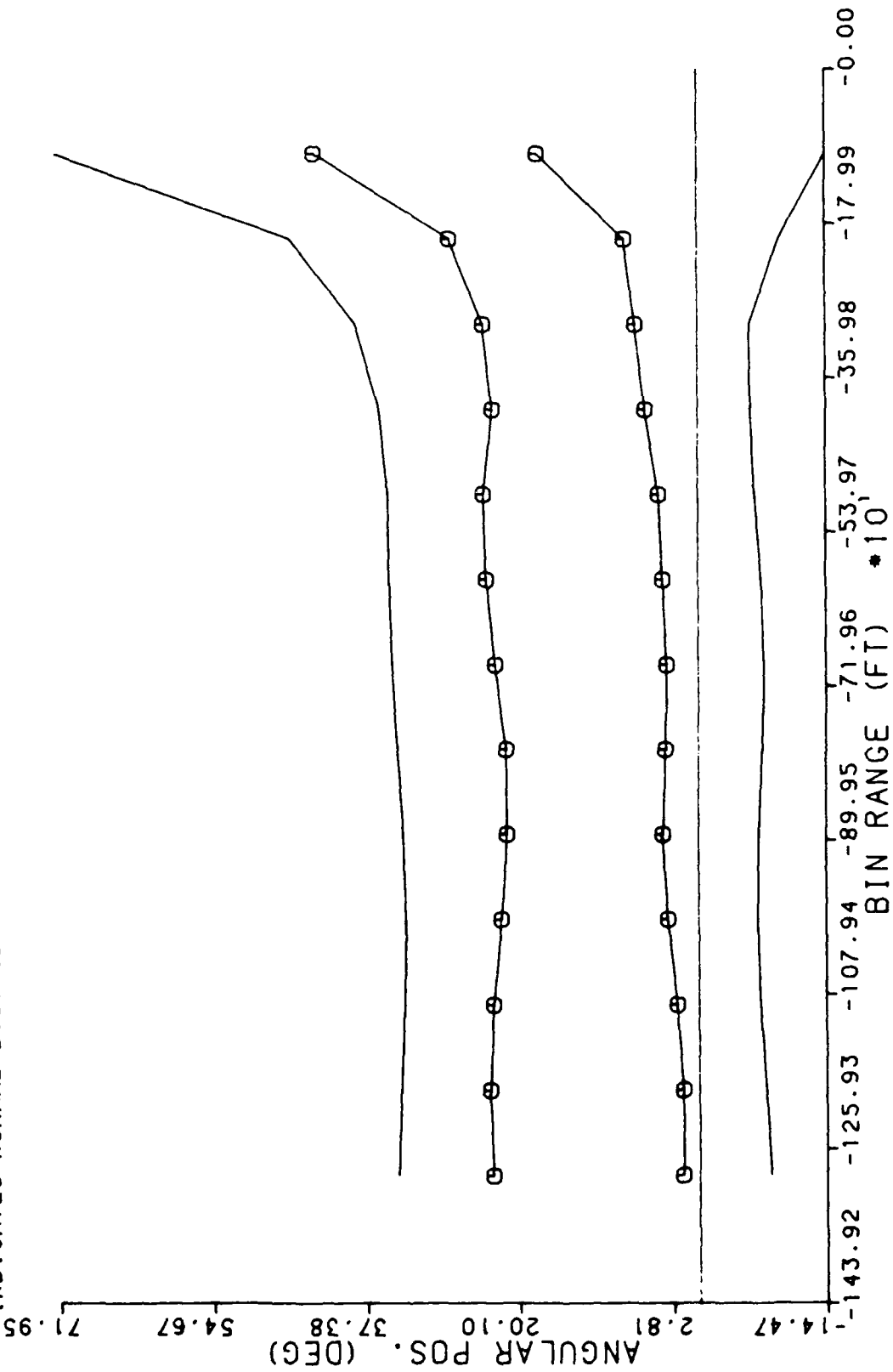


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES

ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

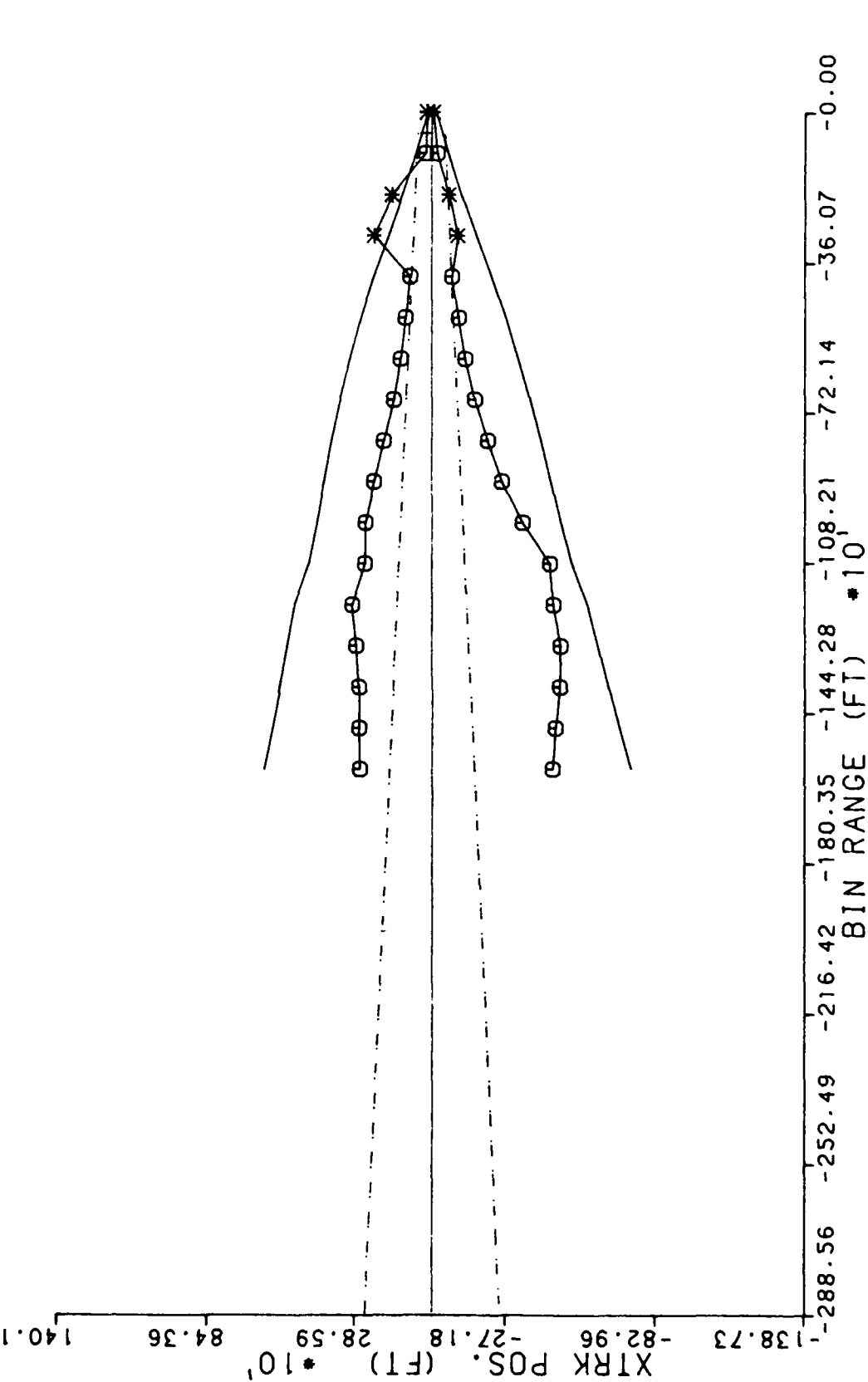
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ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- -- INDICATES FAA APPROACH SURFACE  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 --- INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

DATA PROCESSED BY FAA TECHNICAL CENTER  
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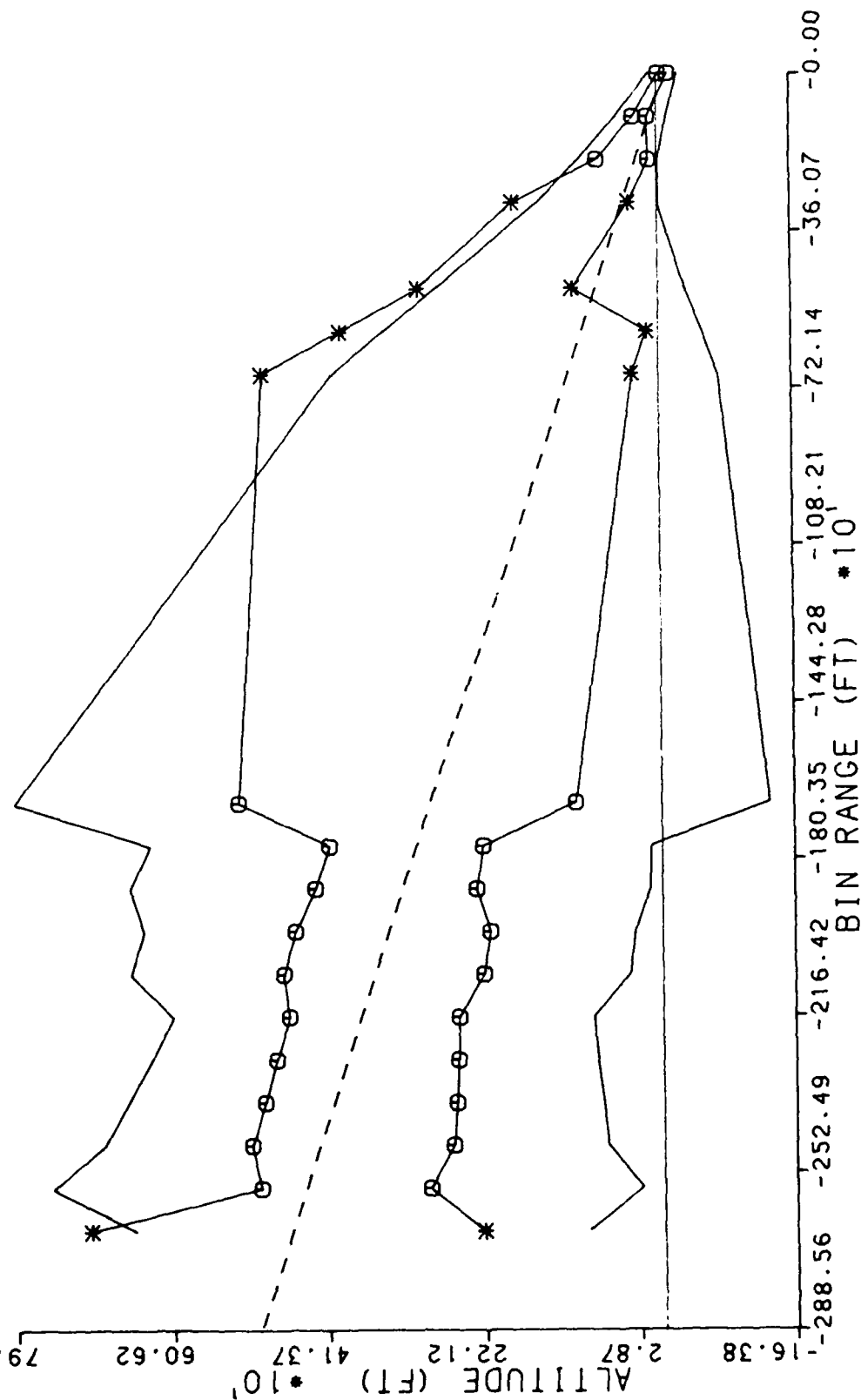
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE STRAIGHT DEPARTURES

ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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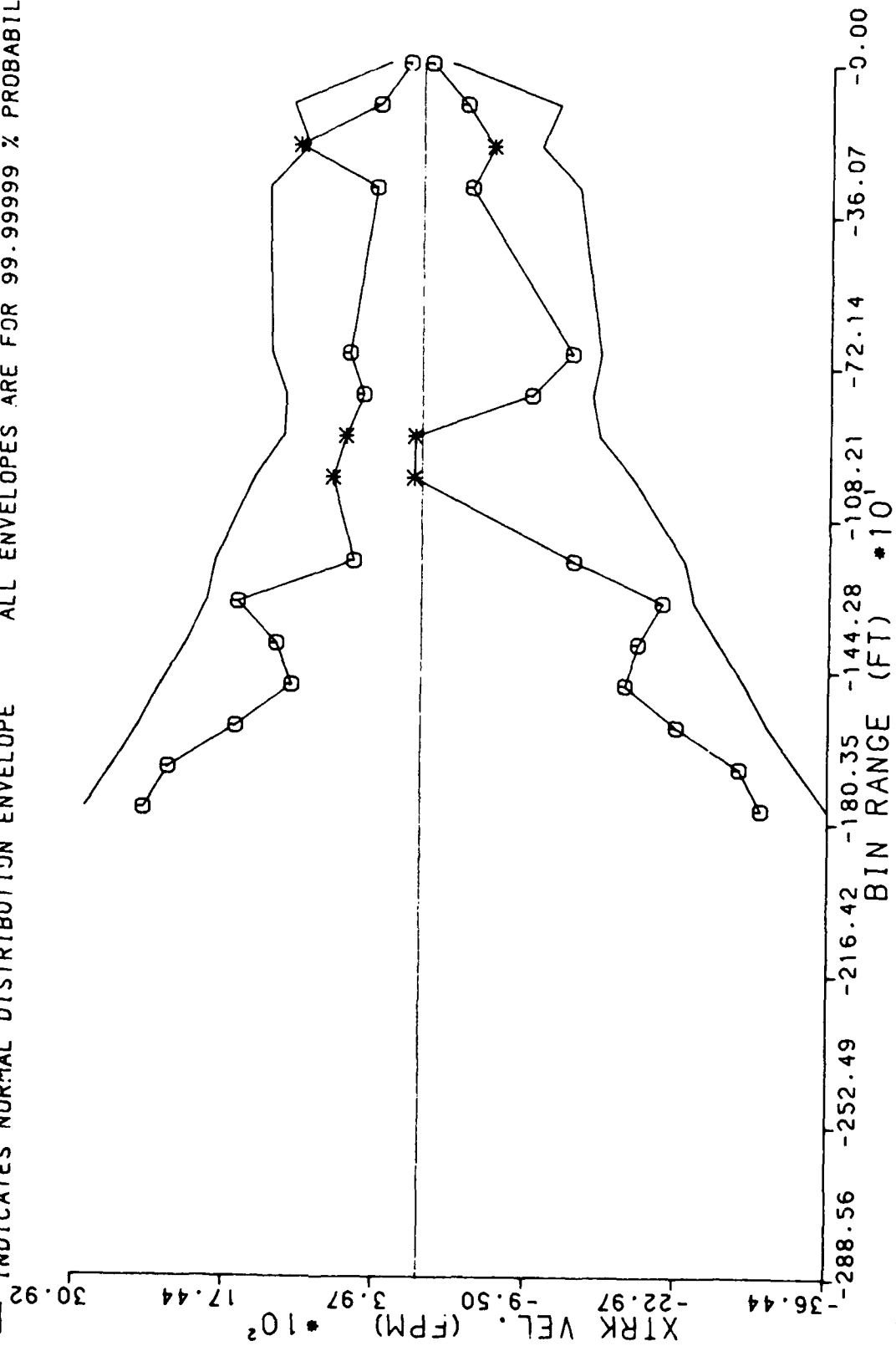
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ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES  
 CROSSRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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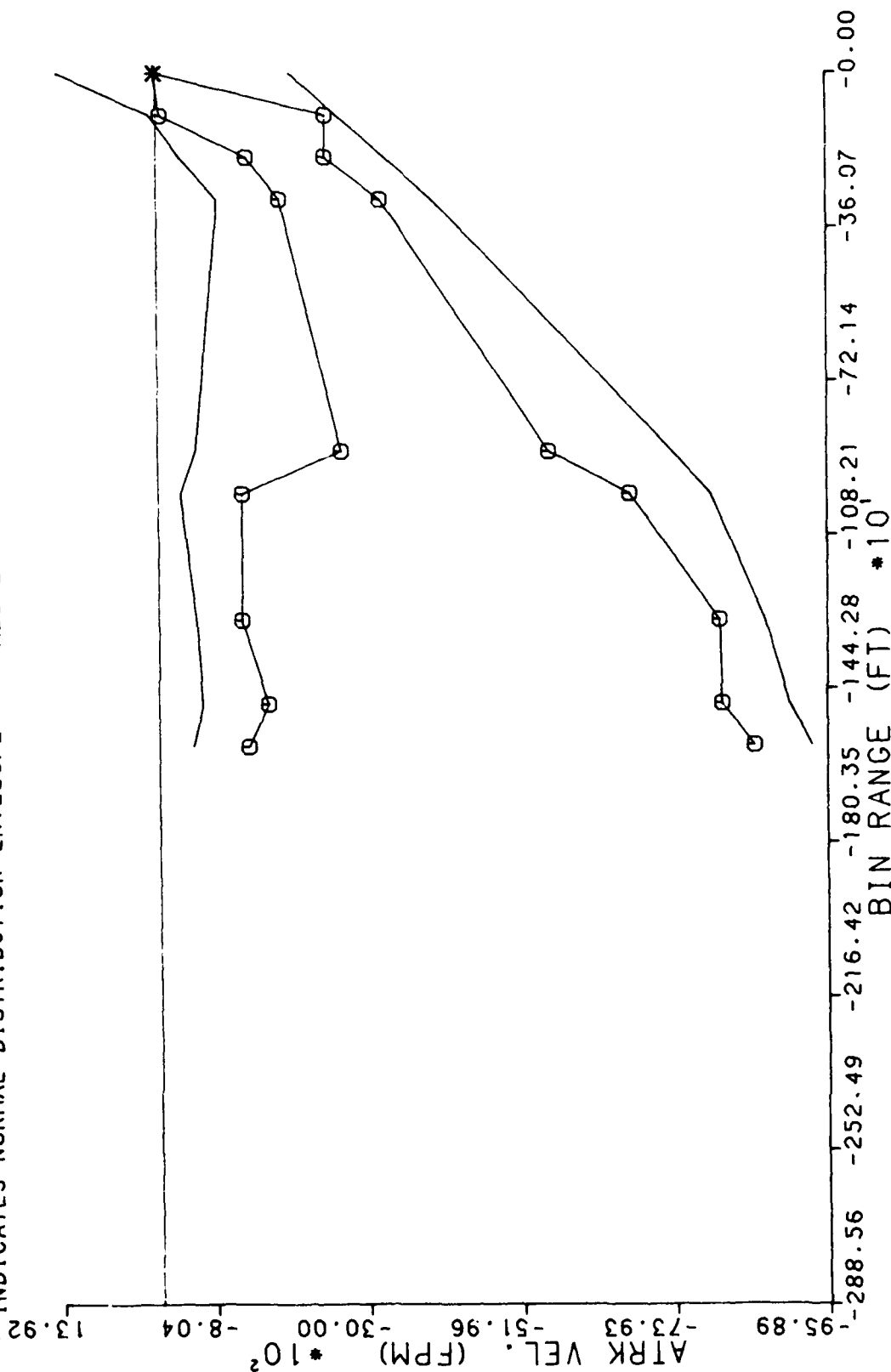
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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
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 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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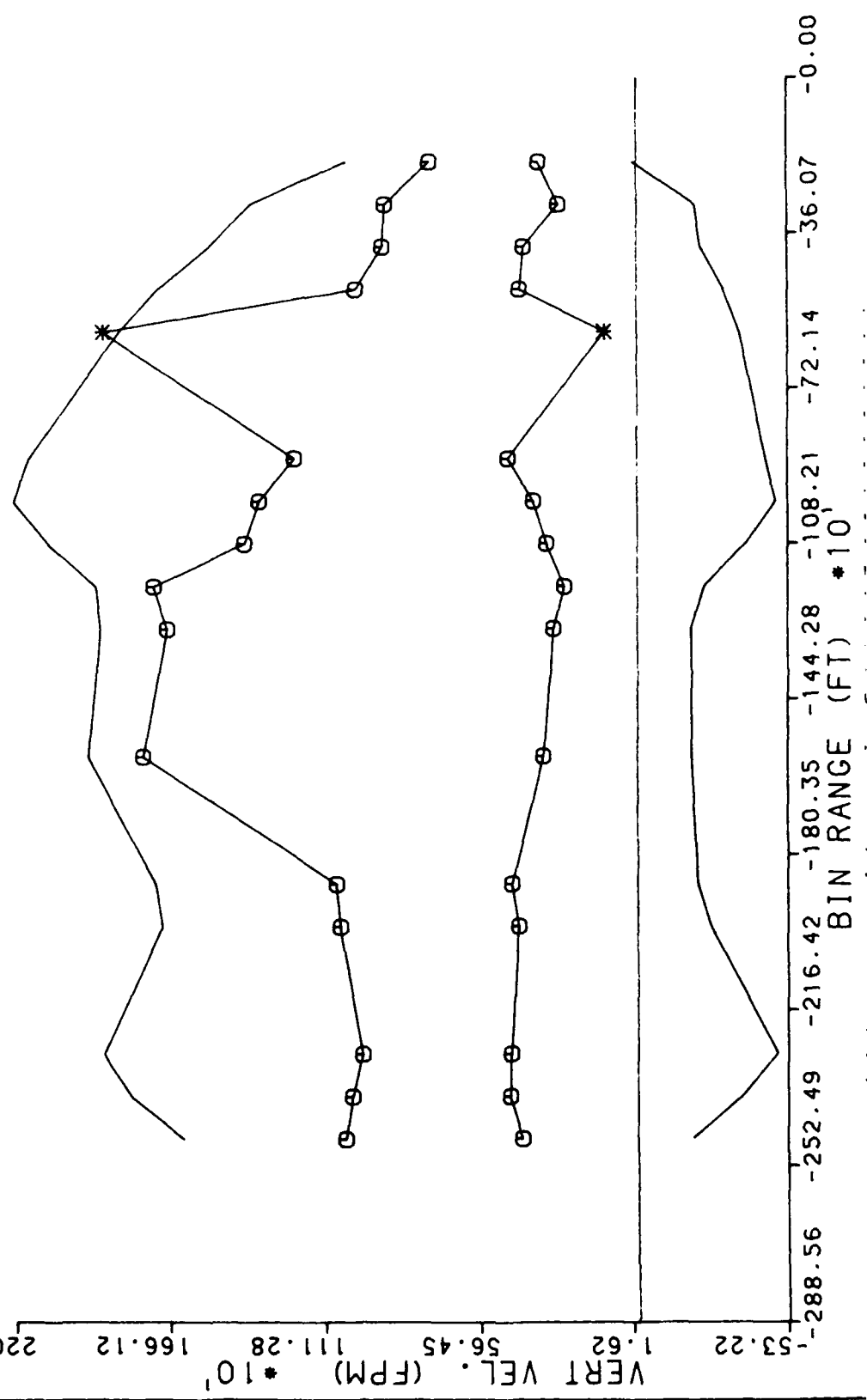
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 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 \* INDICATES NORMAL DISTRIBUTION ENVELOPE

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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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# VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY

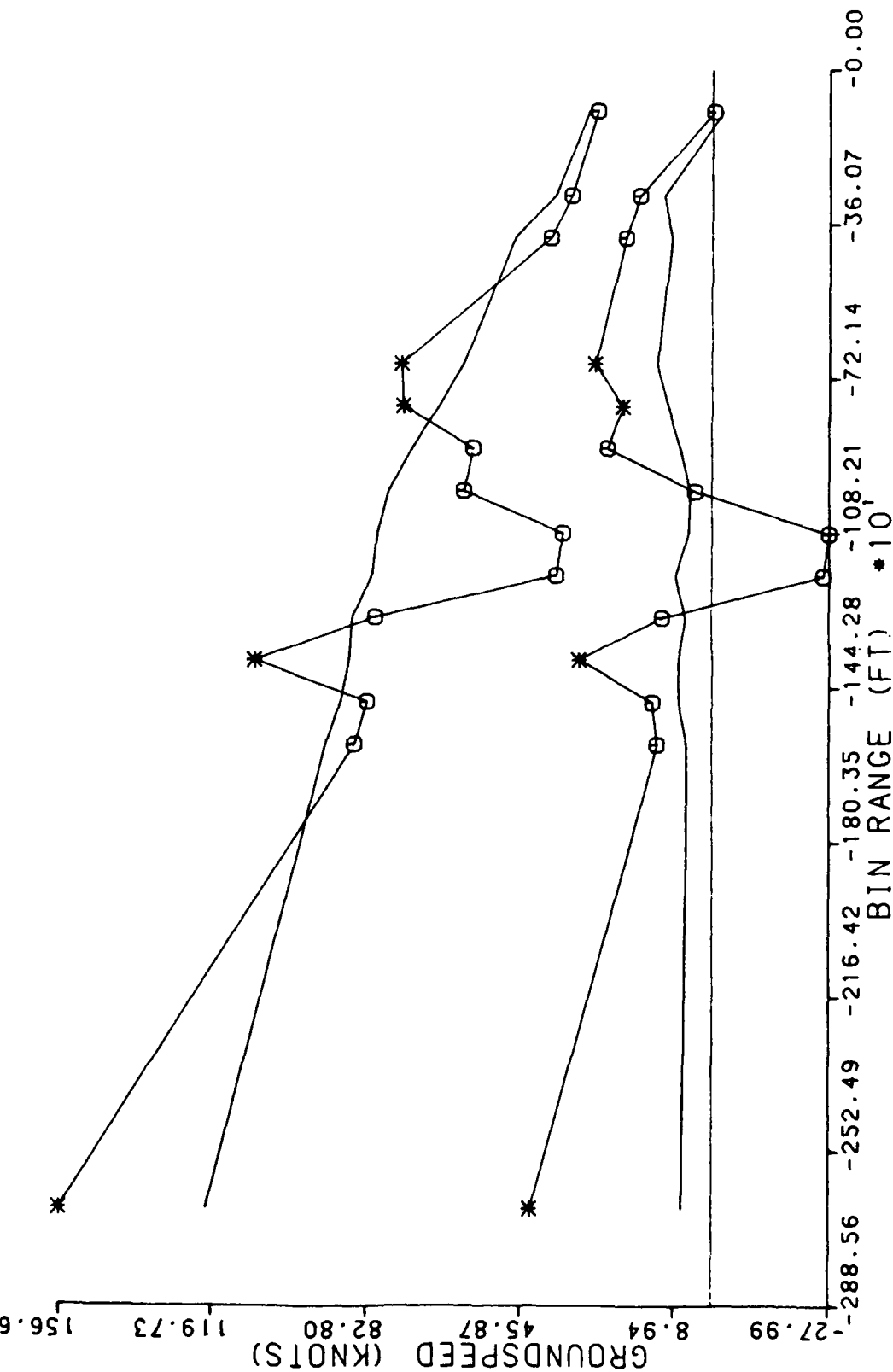
10 DEGREE STRAIGHT DEPARTURES

GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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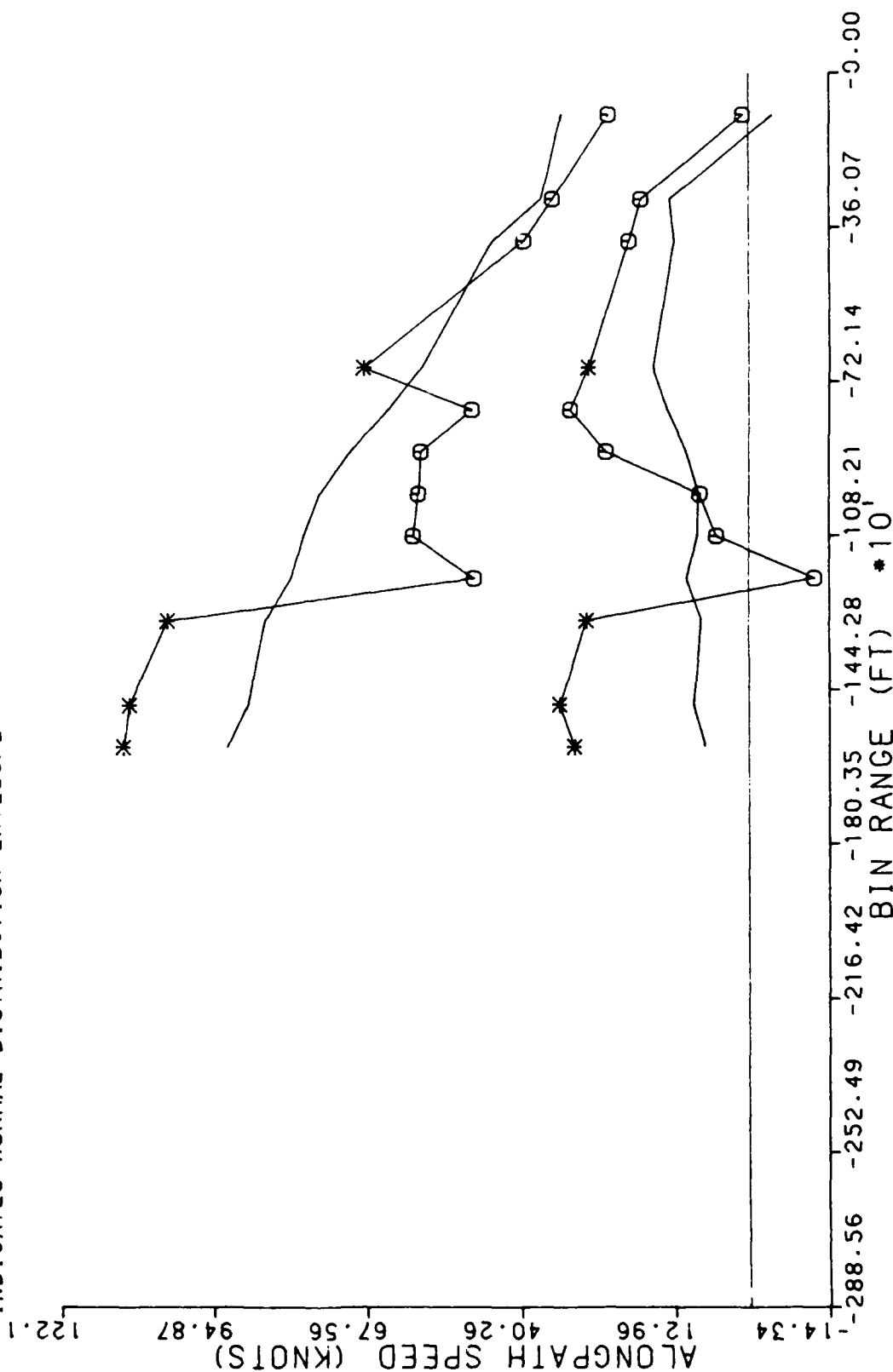
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE STRAIGHT DEPARTURES

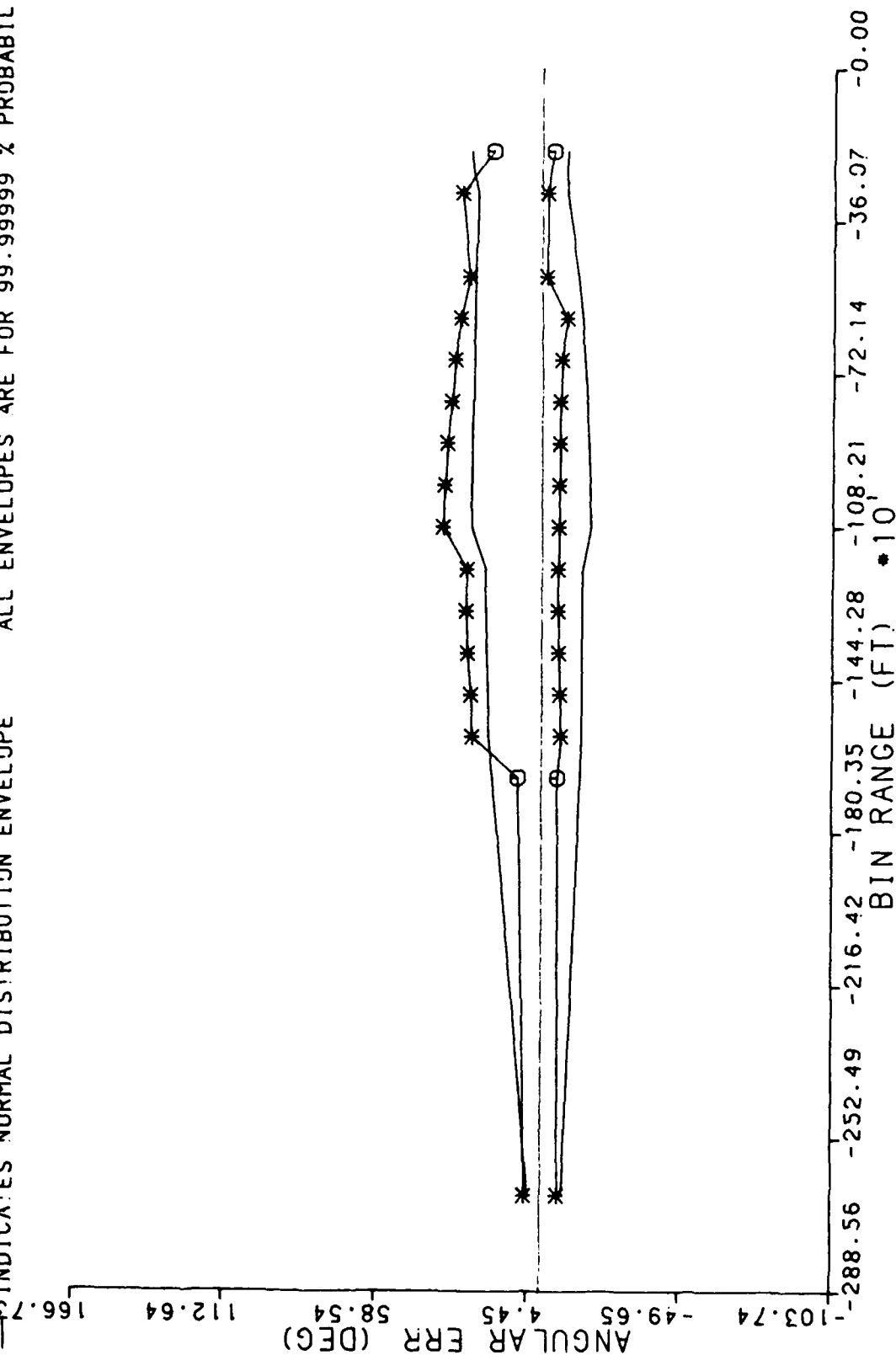
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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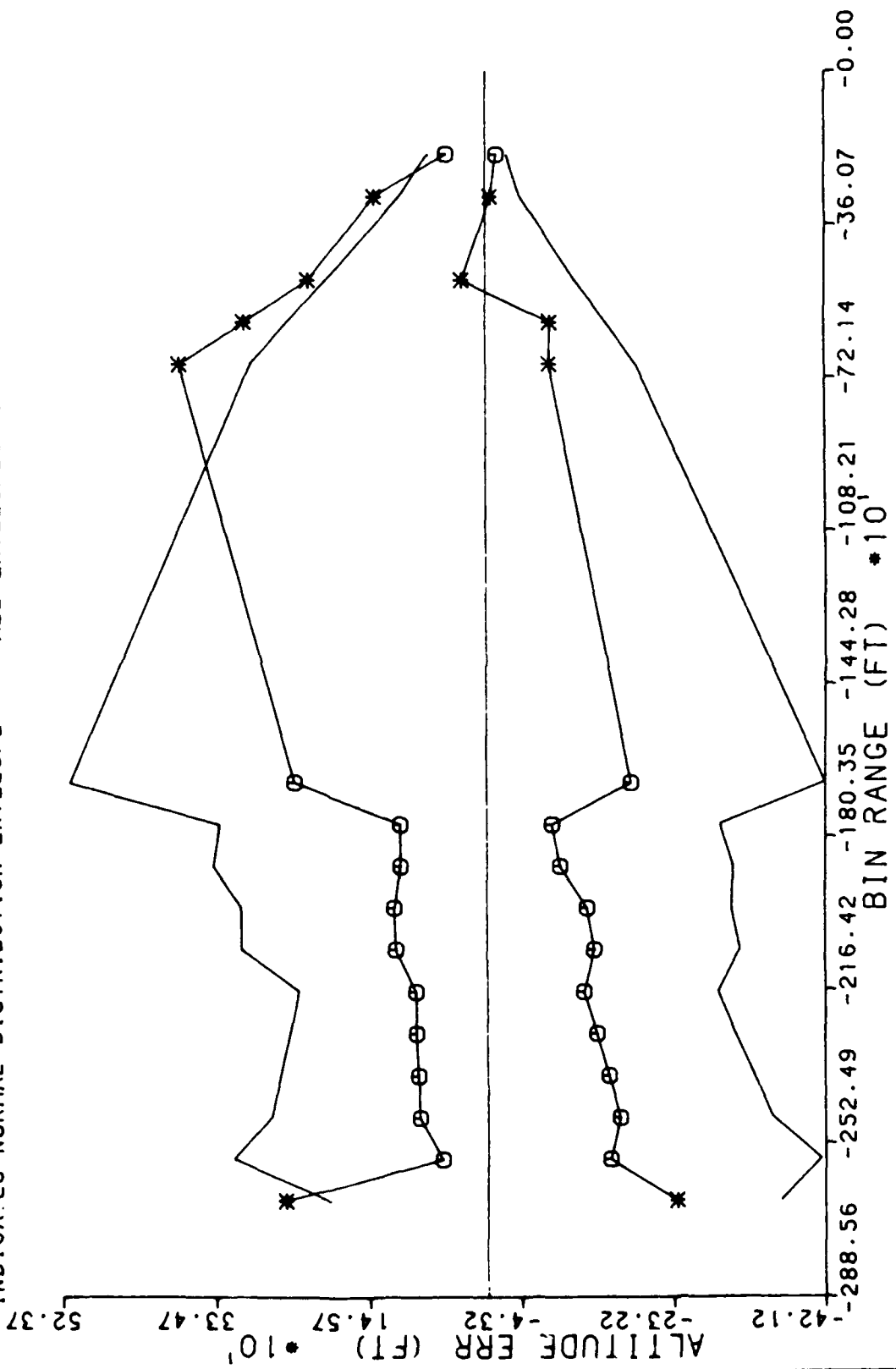


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES

DATA PROCESSED BY FAA TECHNICAL CENTER  
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ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

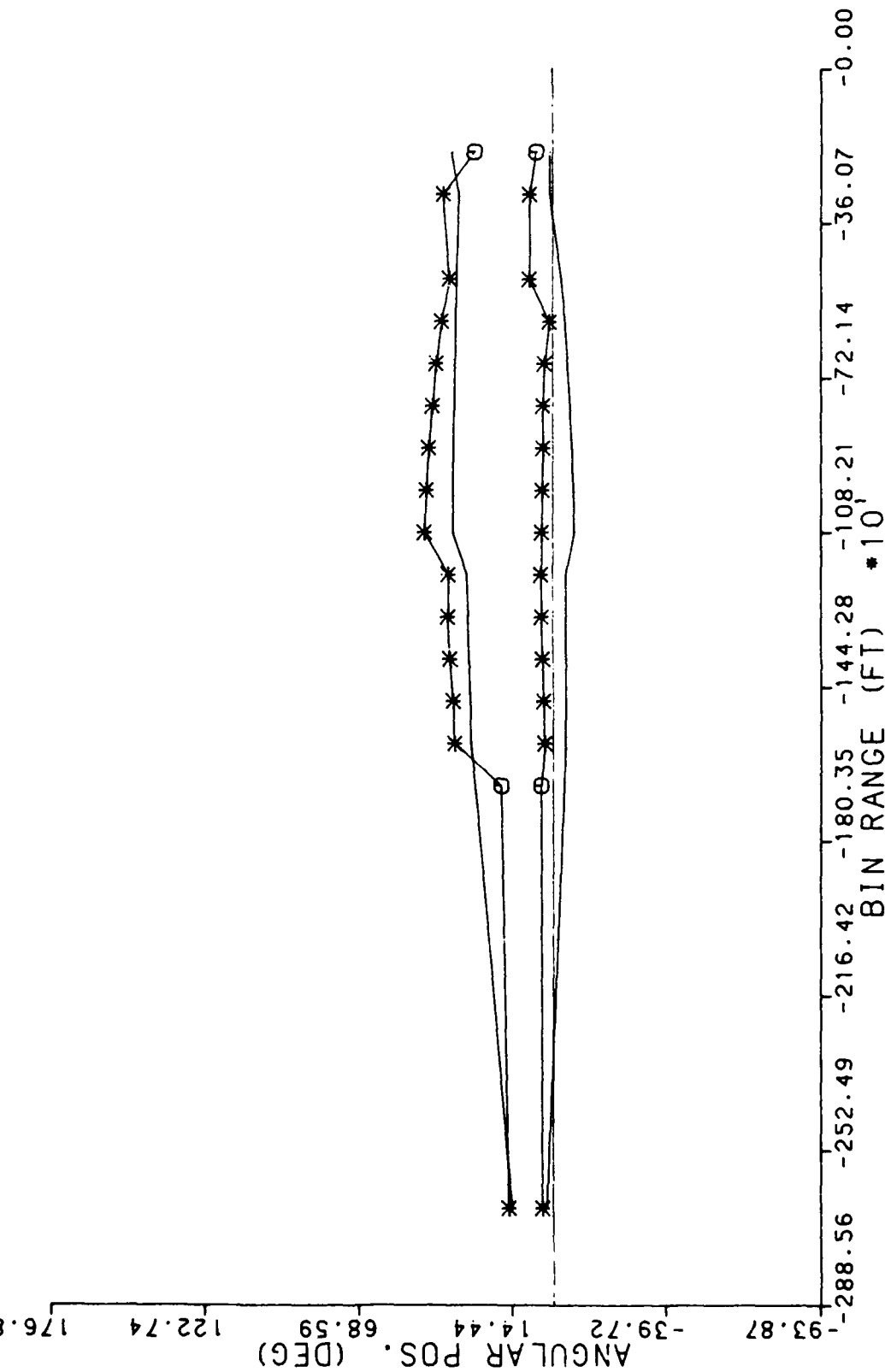




VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 \* INDICATES NORMAL DISTRIBUTION ENVELOPE

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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY

12 DEGREE STRAIGHT DEPARTURES

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

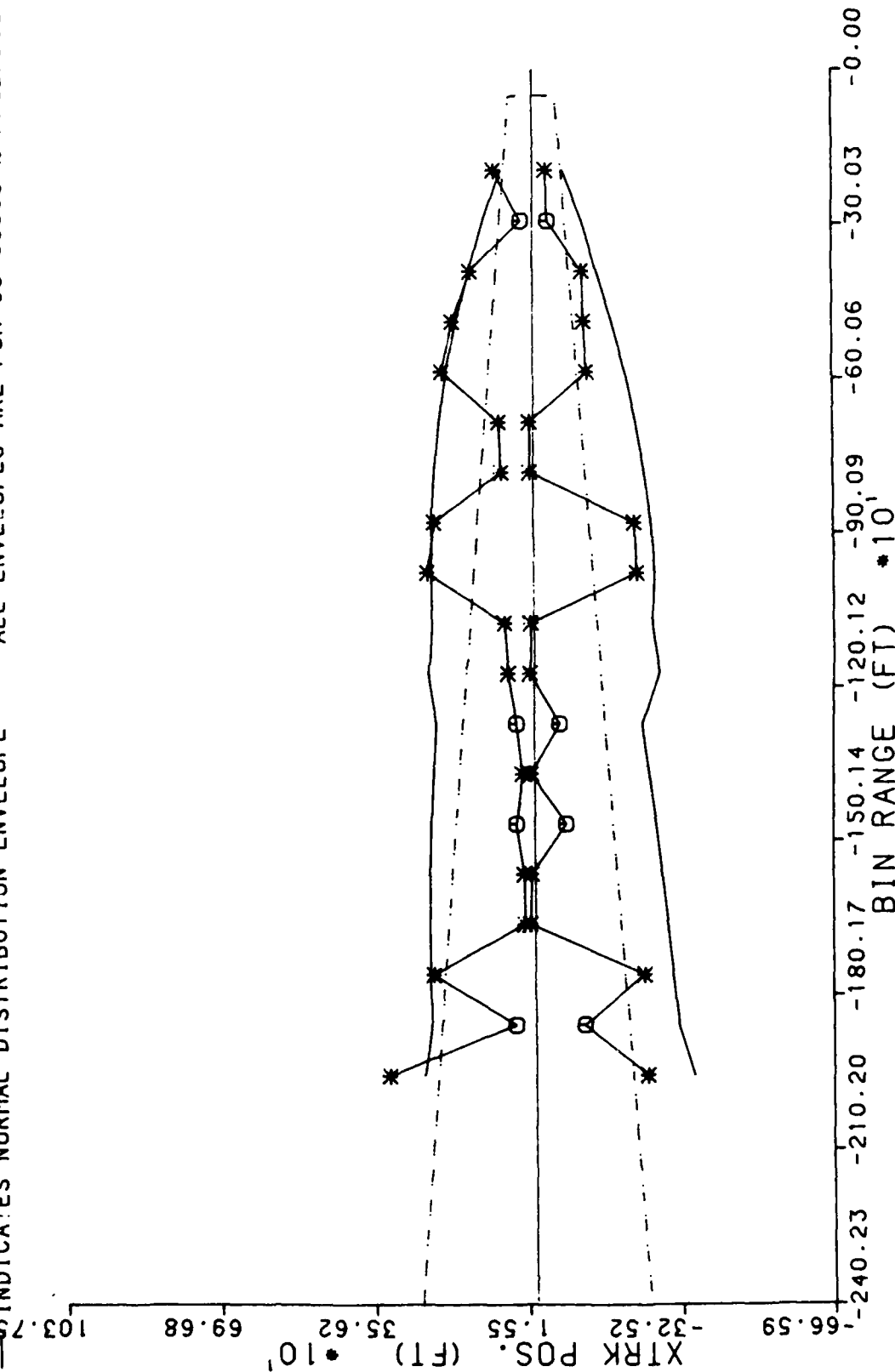
— INDICATES NORMAL DISTRIBUTION ENVELOPE

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--- INDICATES FAA APPROACH SURFACE

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT

ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



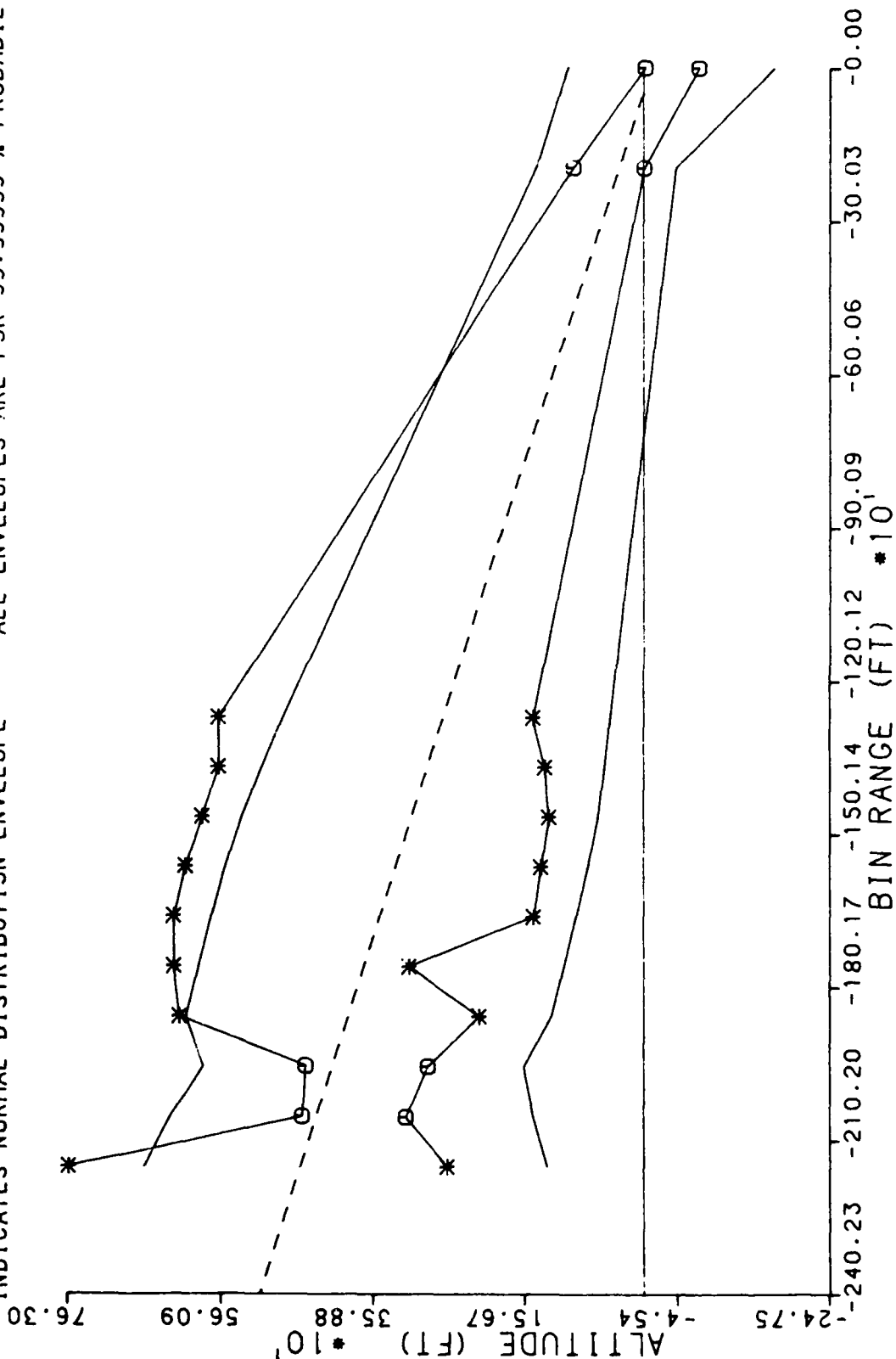
VMC DISTRIBUTION ANALYSIS-- OHG DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES

ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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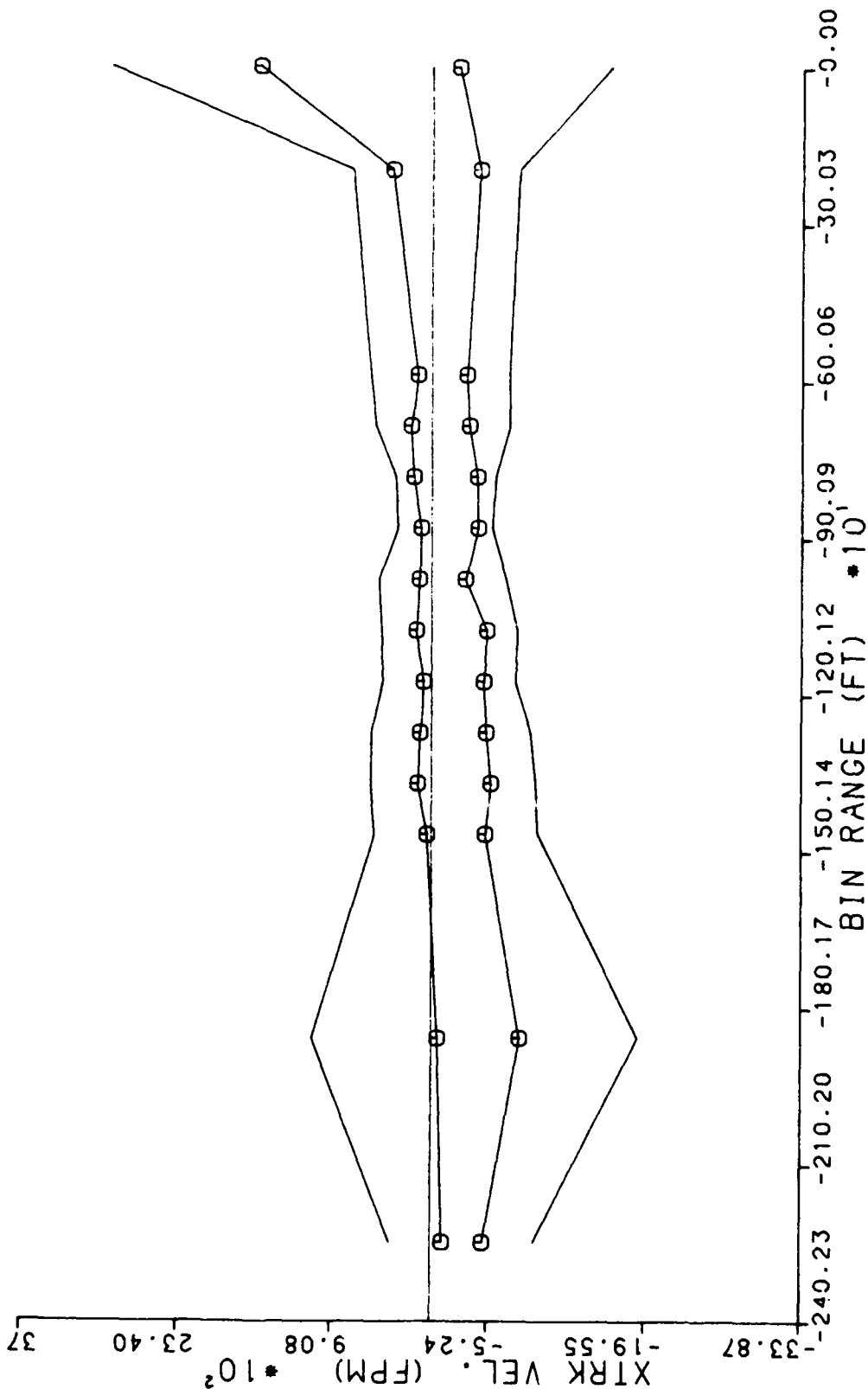
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES

CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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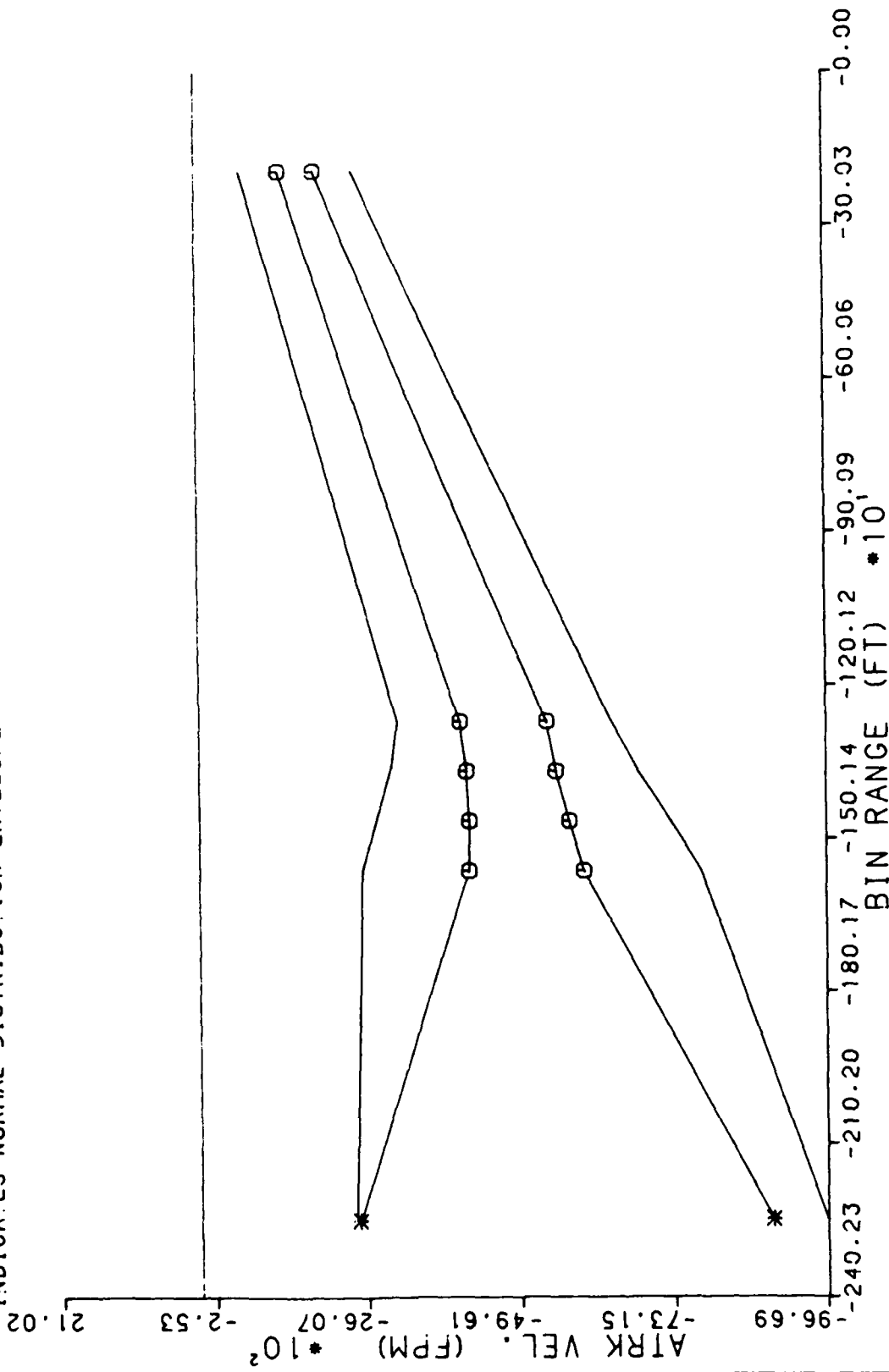
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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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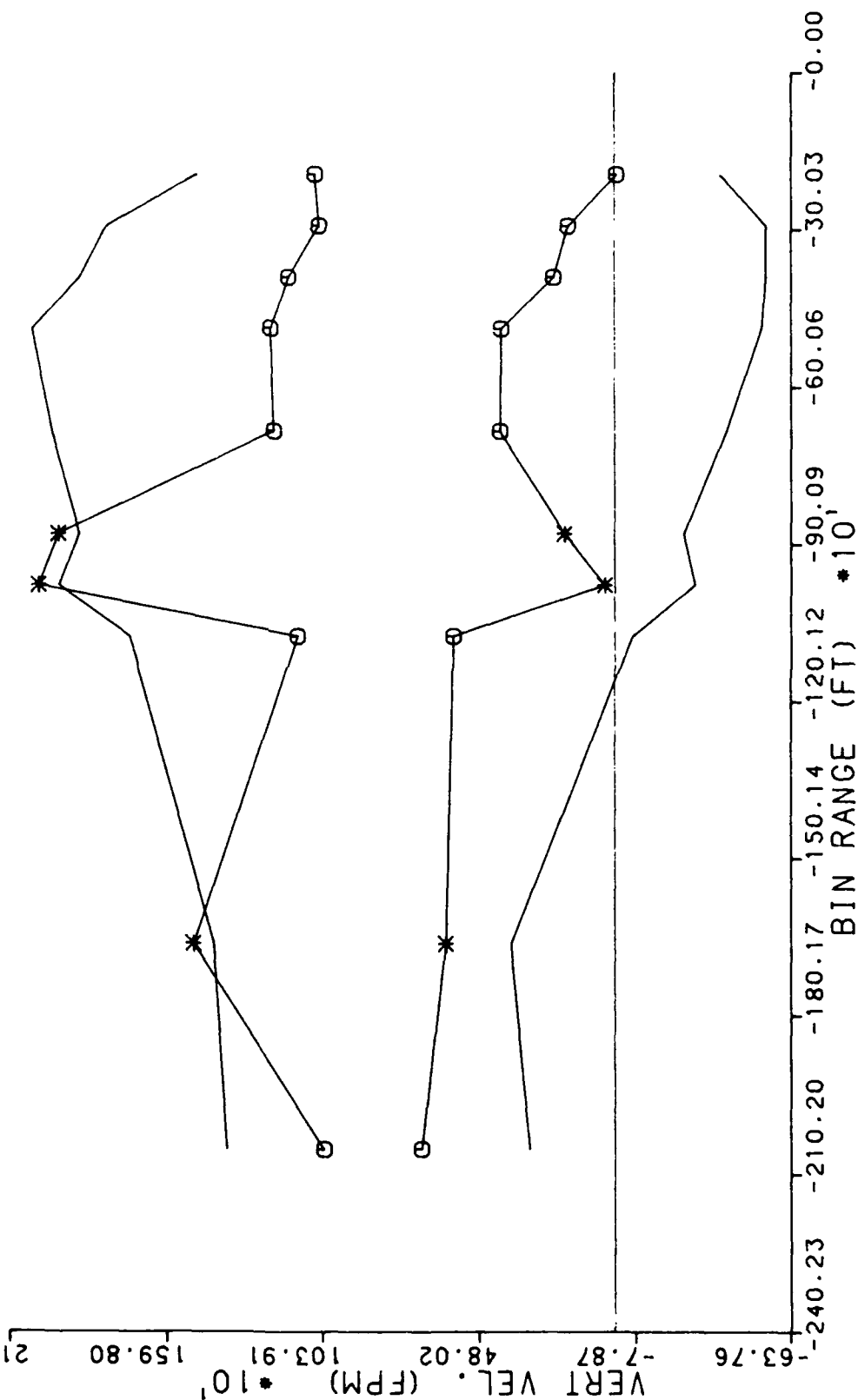


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES

VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
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— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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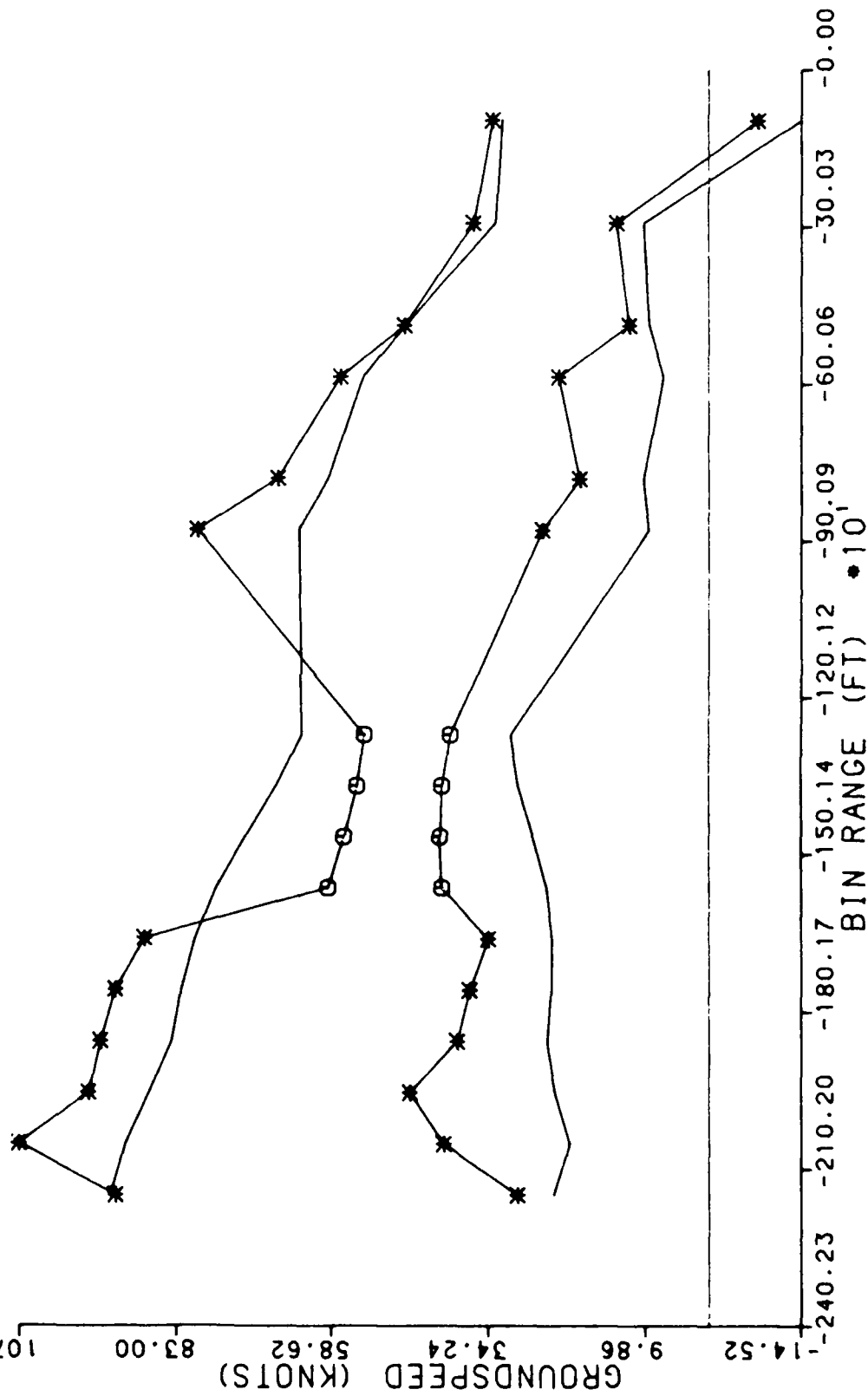
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ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES  
 GROUND SPEED (KNOTS) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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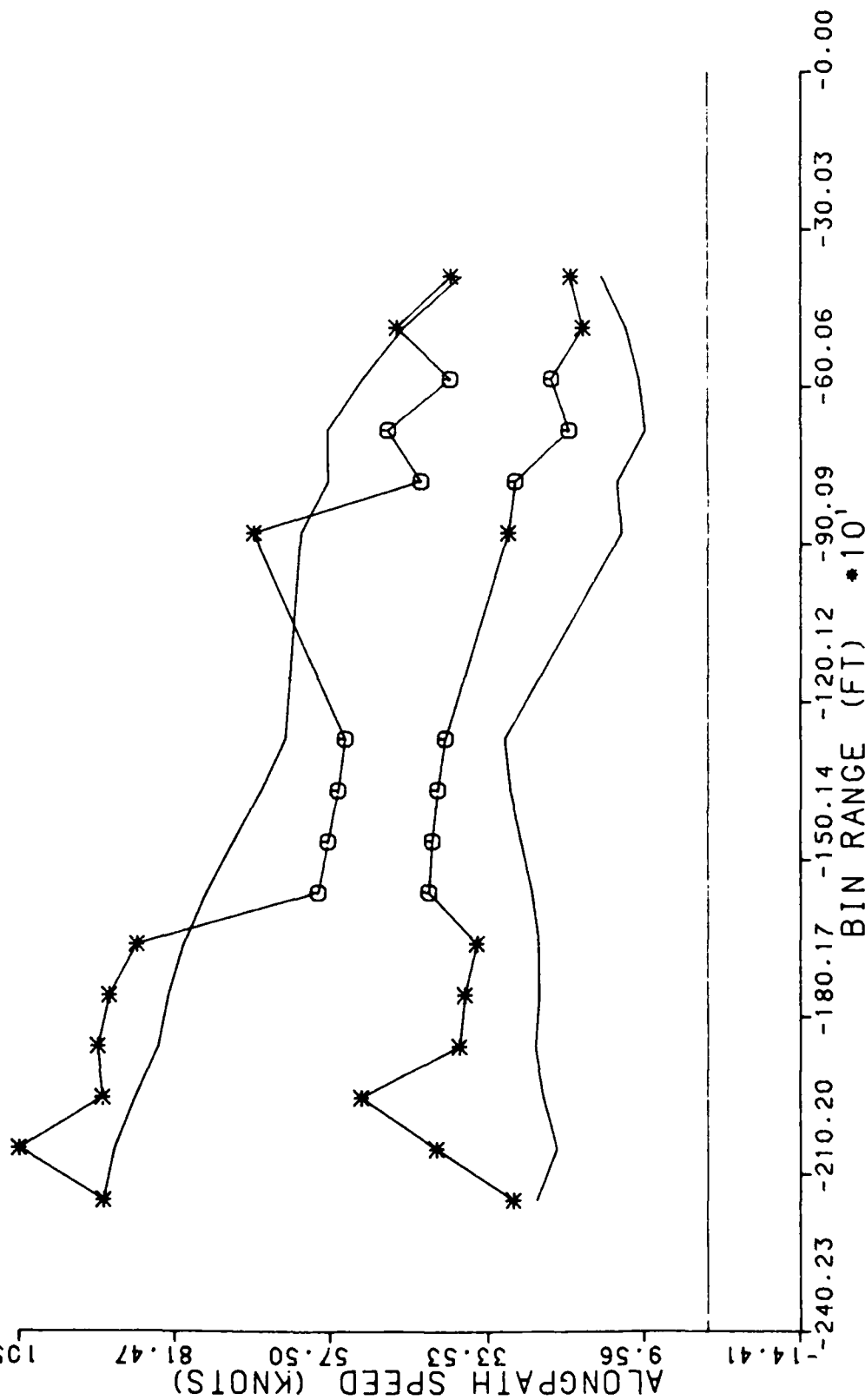
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 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 \* INDICATES NORMAL DISTRIBUTION ENVELOPE

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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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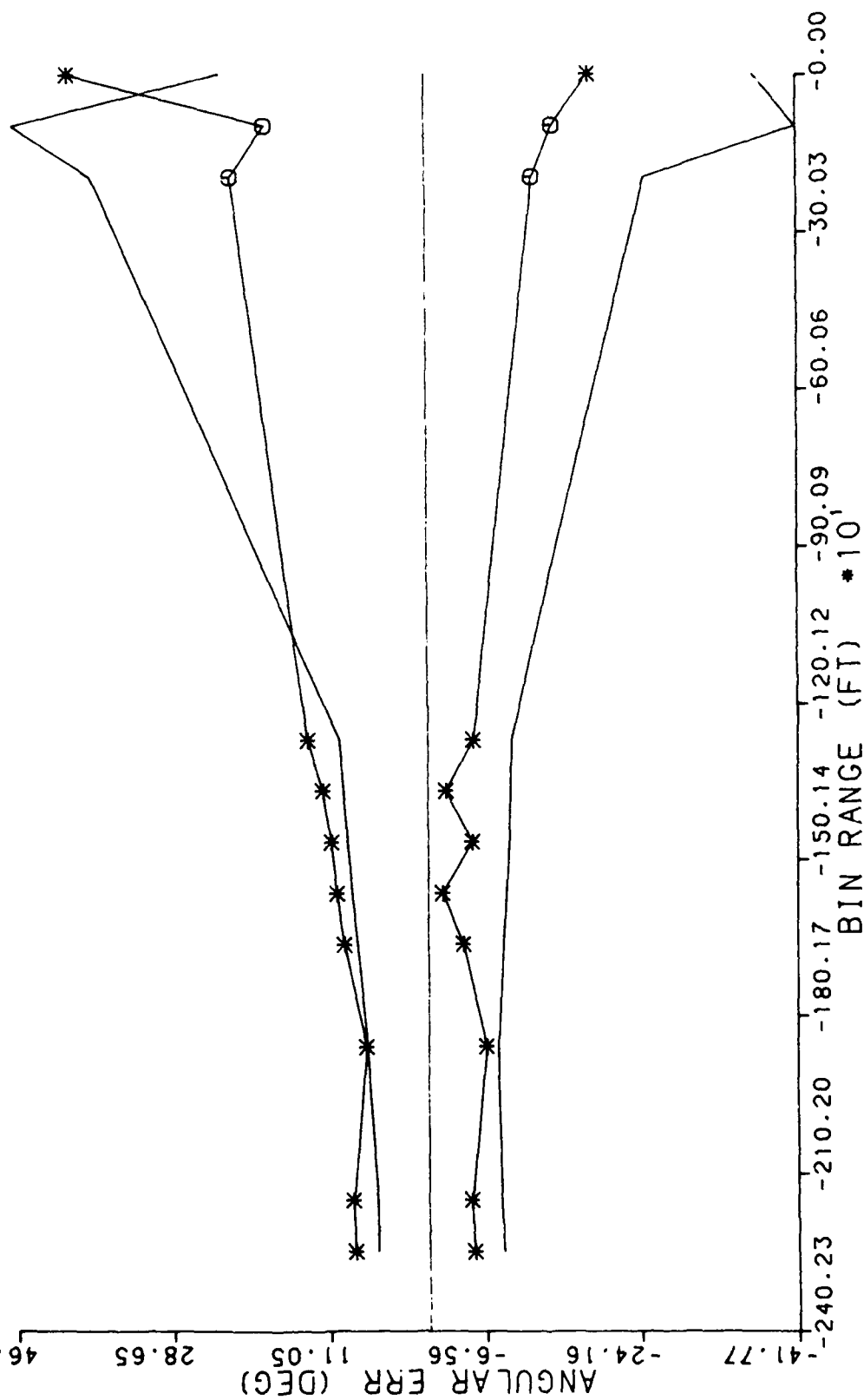




VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 \* INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES

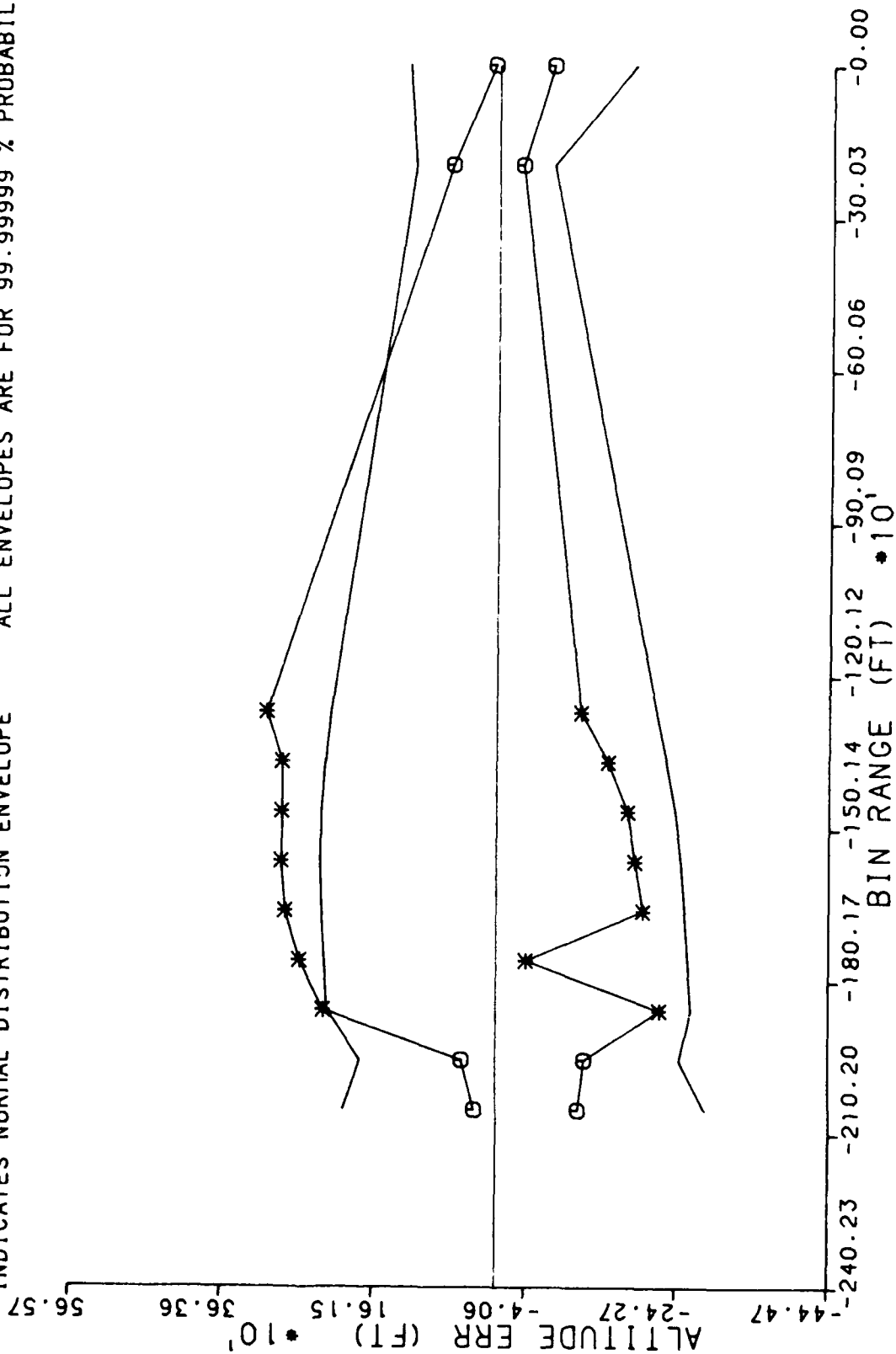
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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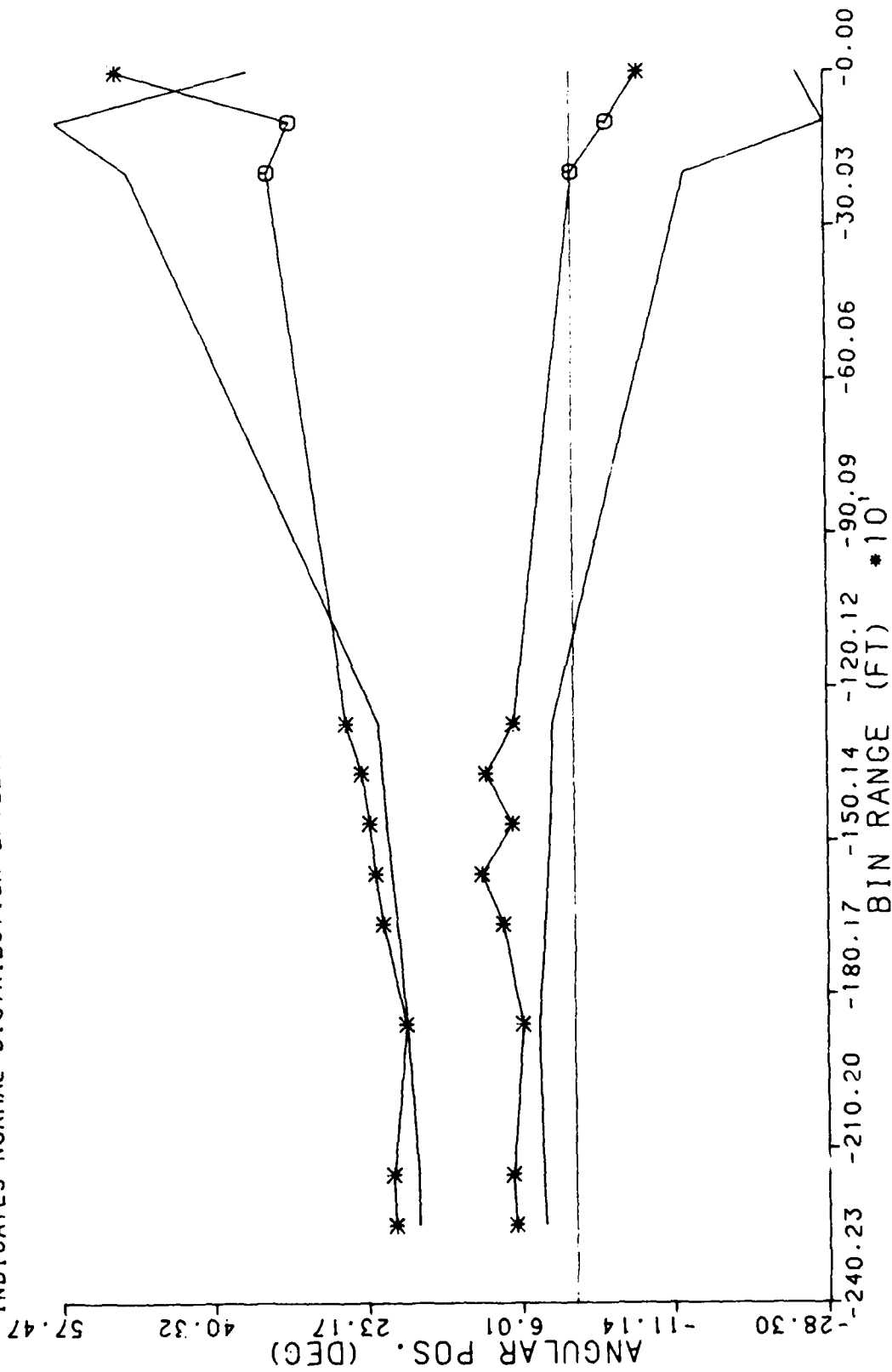
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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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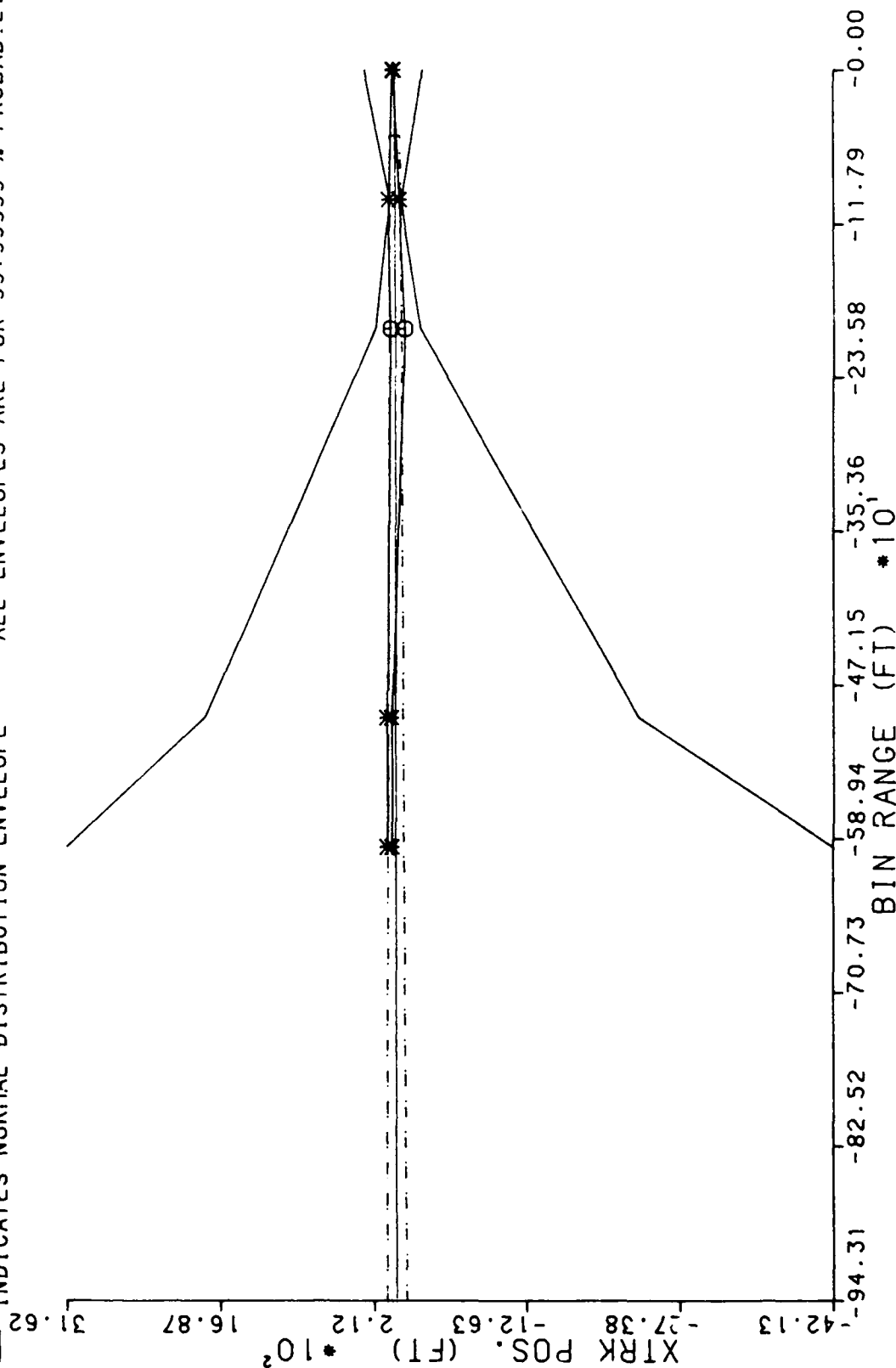
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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE CURVED DEPARTURES

DATA PROCESSED BY FAA TECHNICAL CENTER  
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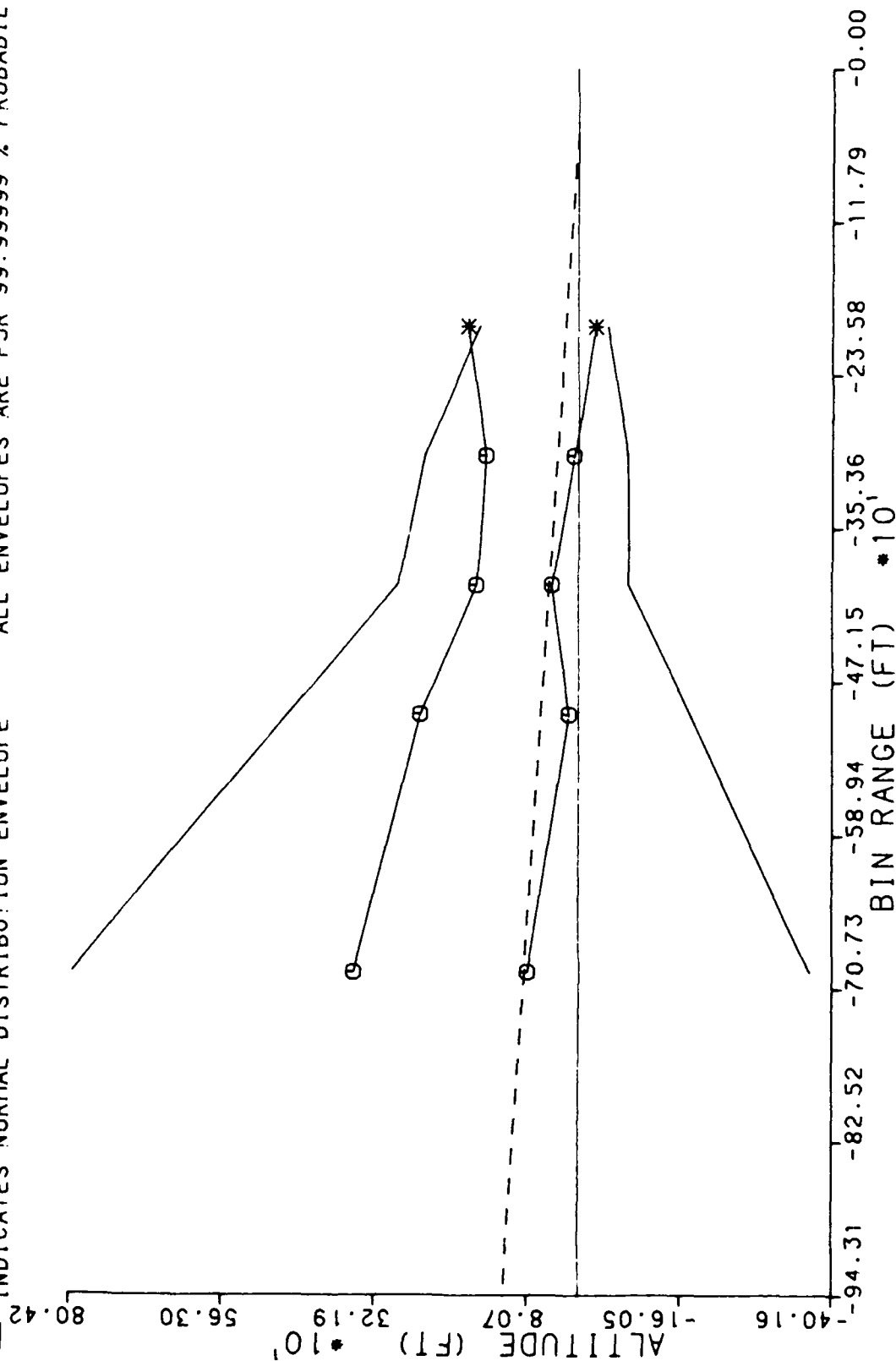
CROSSRACK POSITION (FT) VS. BIN RANGE (FT) --- INDICATES FAA APPROACH SURFACE  
O INDICATES BETA DISTRIBUTION RANGE LIMIT \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
--- INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OHG DATA ONLY  
 7 DEGREE CURVED DEPARTURES  
 ALTITUDE (FT) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

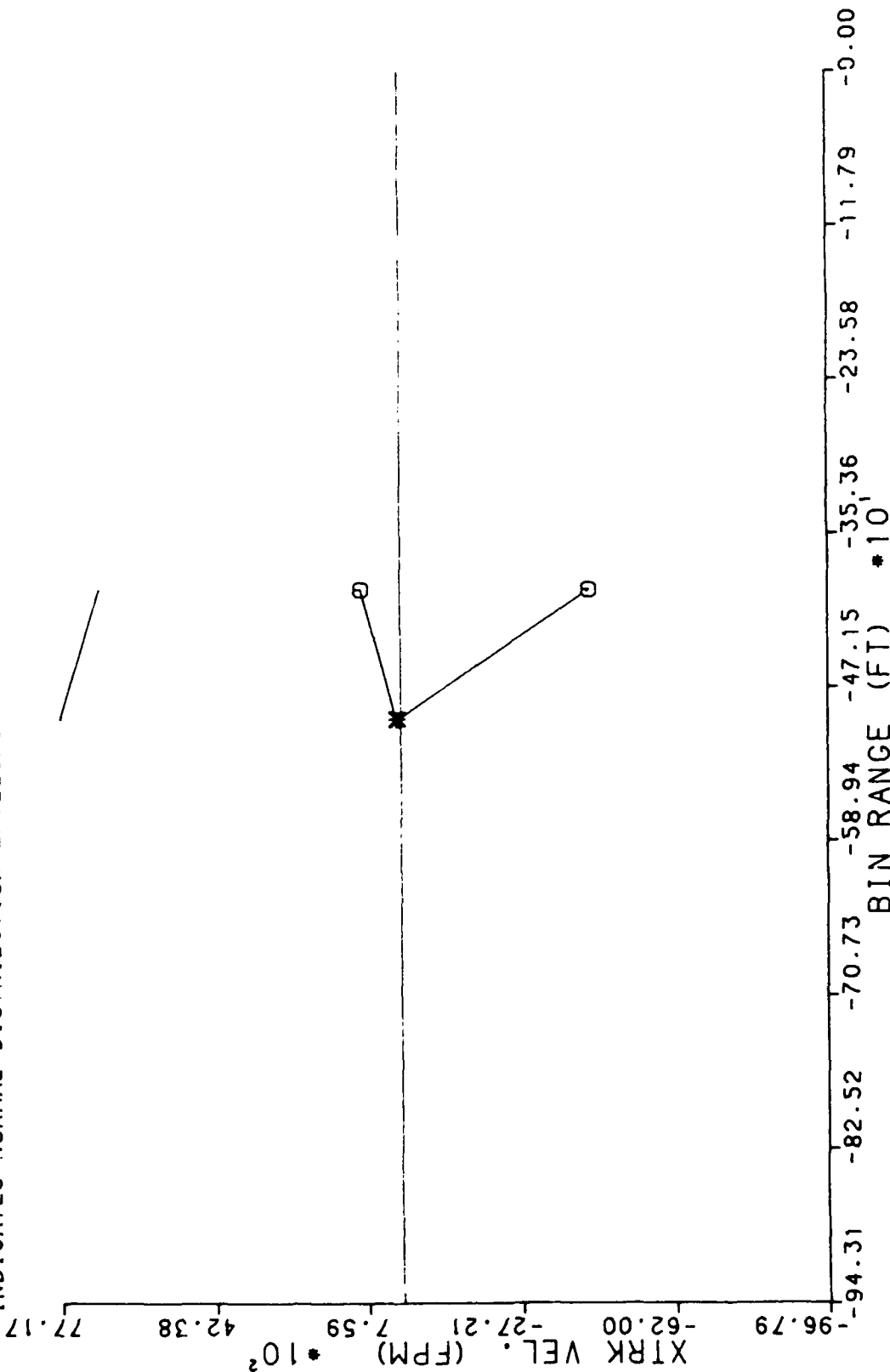
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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VMC DISTRIBUTION ANALYSIS--- OH6 DATA ONLY  
 7 DEGREE CURVED DEPARTURES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 --- INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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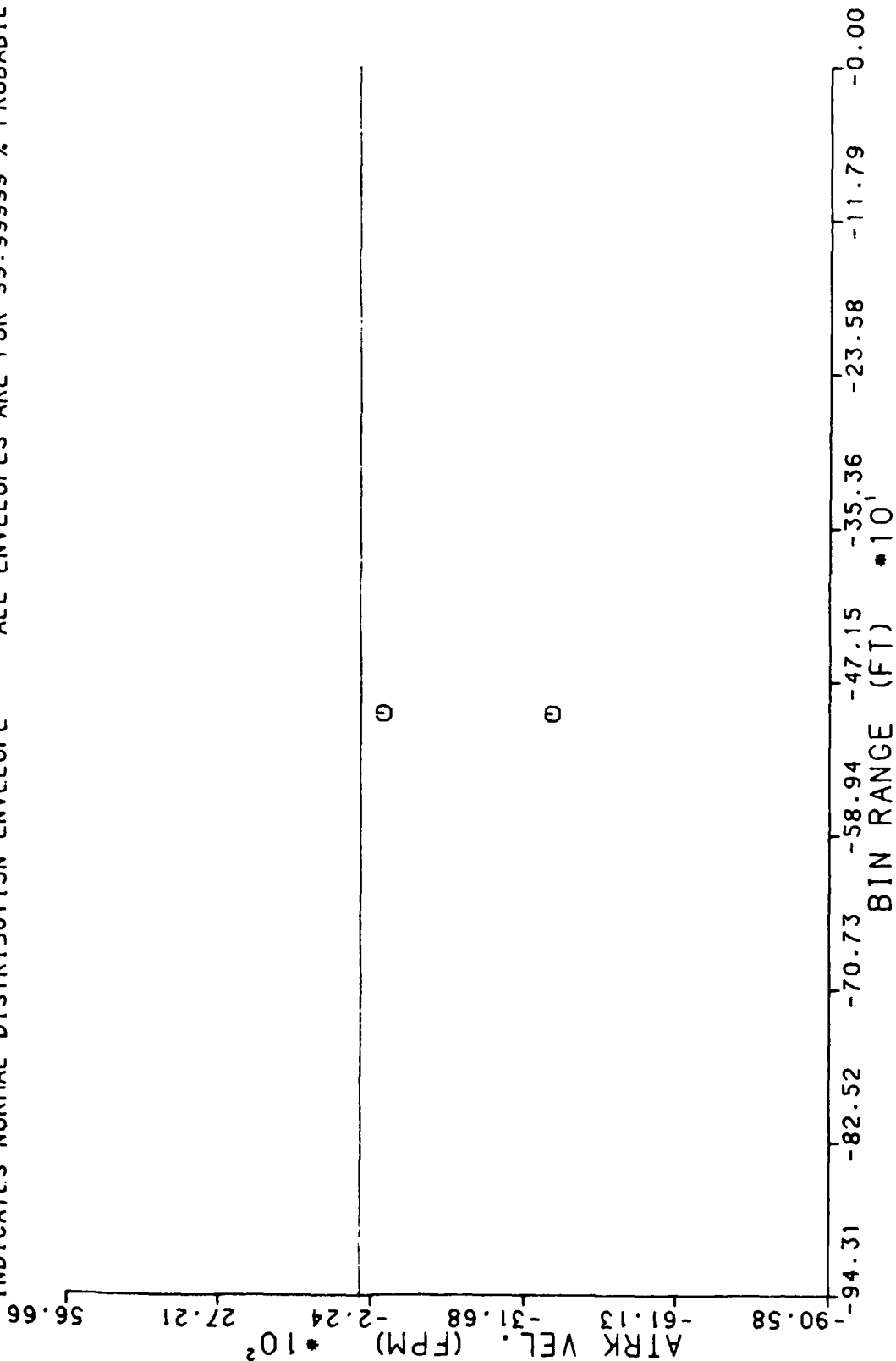
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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 7 DEGREE CURVED DEPARTURES  
 ALONG TRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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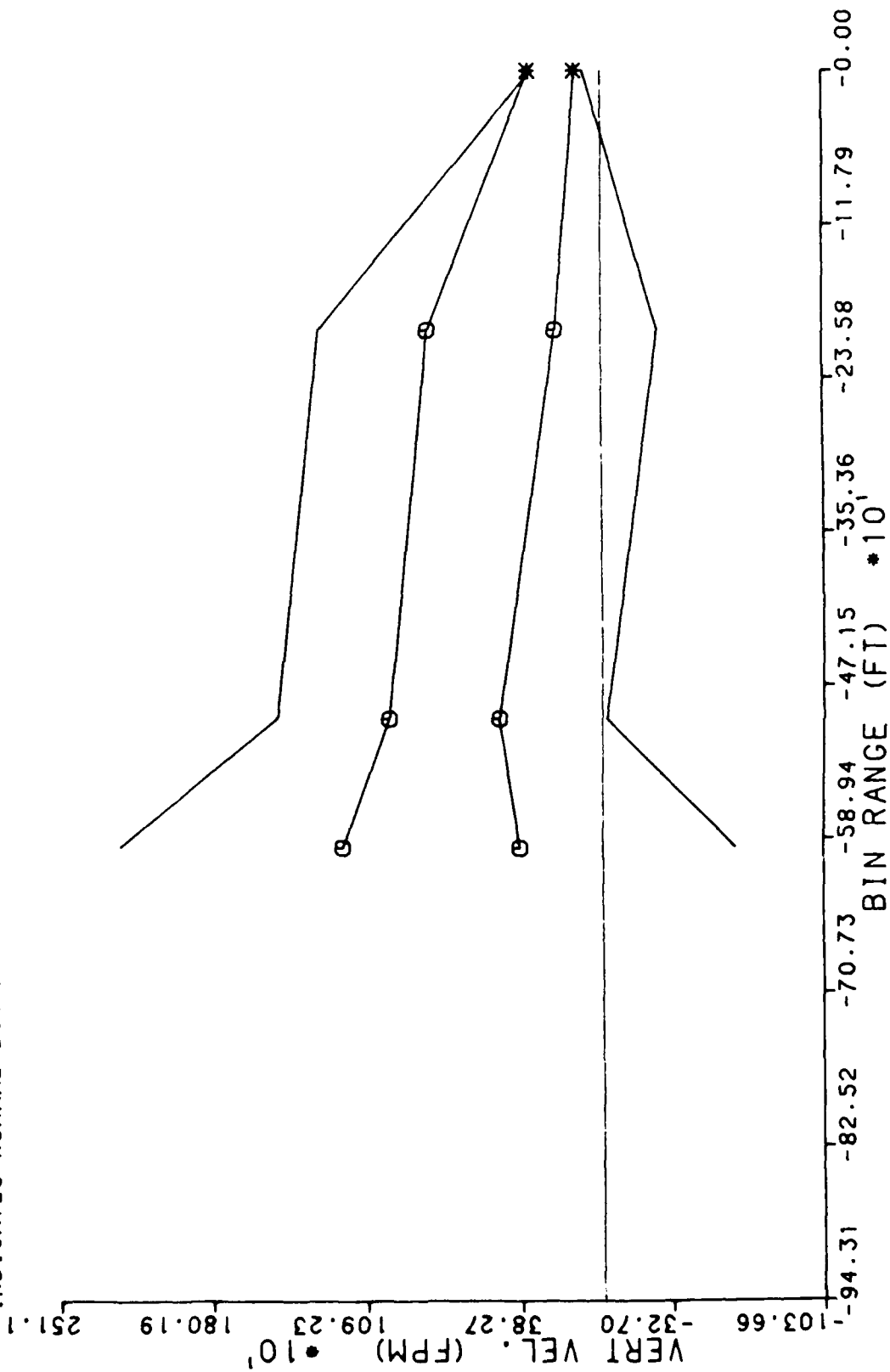
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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 7 DEGREE CURVED DEPARTURES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
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VMC DISTRIBUTION ANALYSIS-- OHG DATA ONLY  
7 DEGREE CURVED DEPARTURES

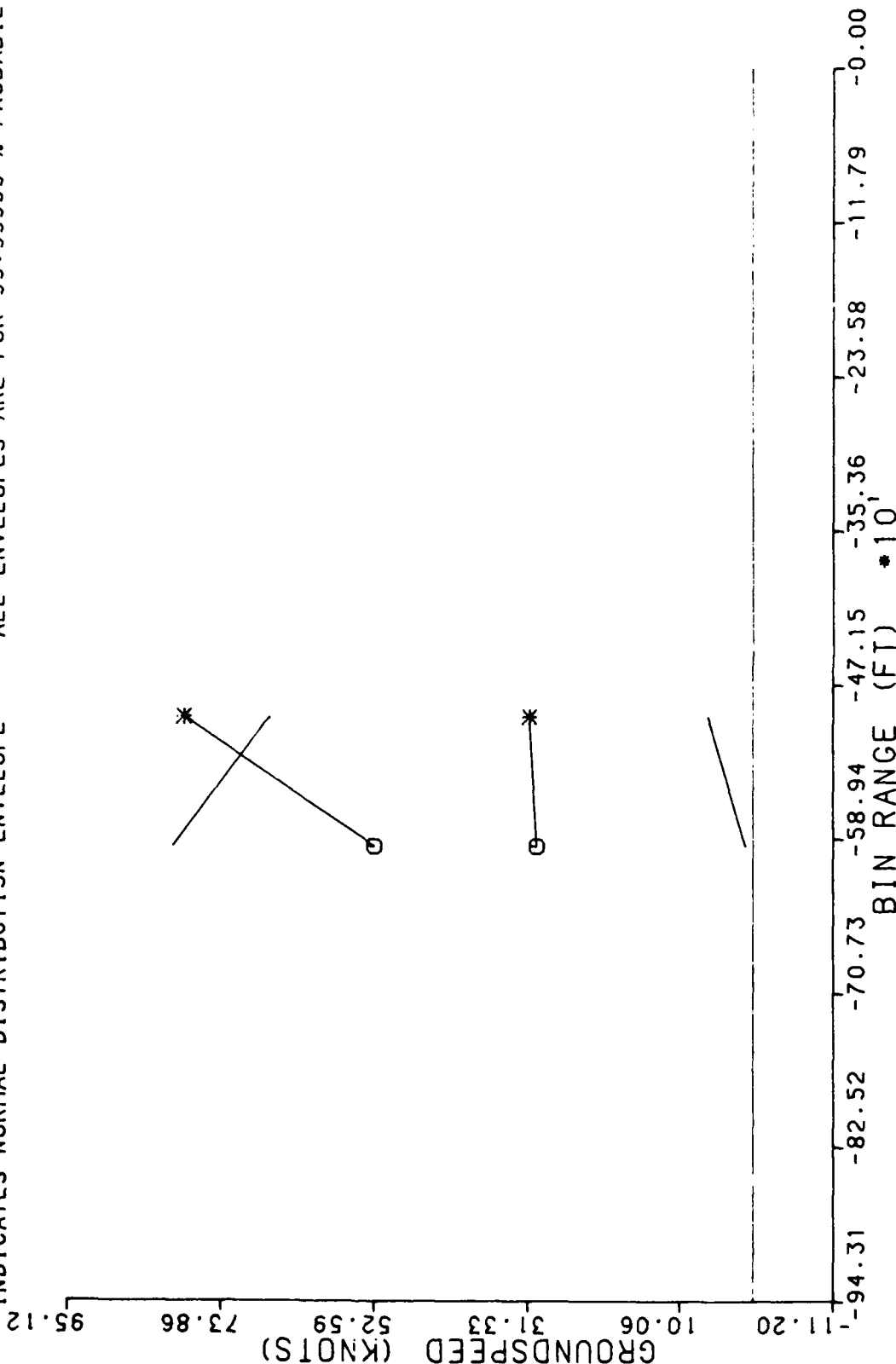
GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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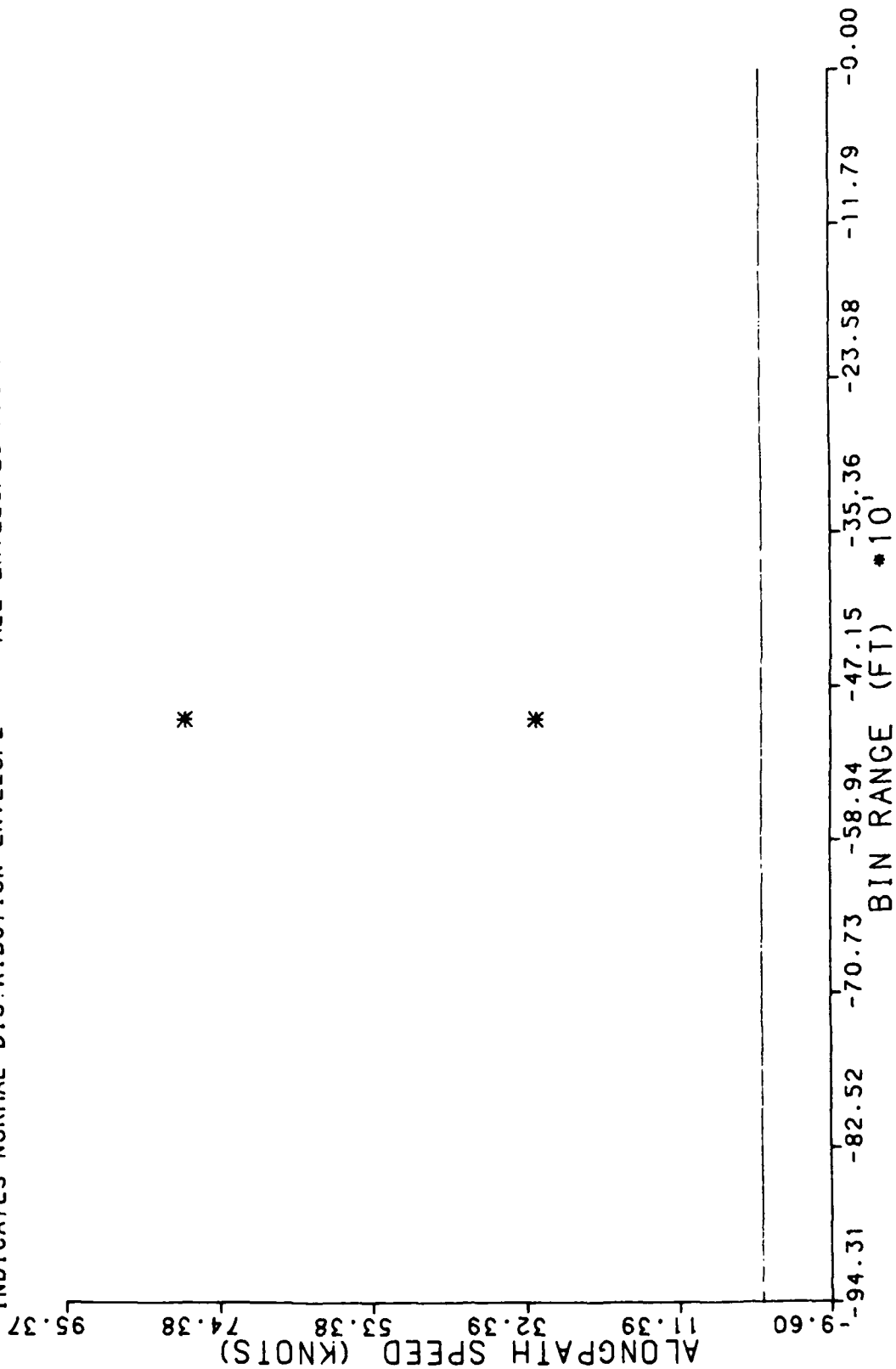
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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 7 DEGREE CURVED DEPARTURES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE CURVED DEPARTURES

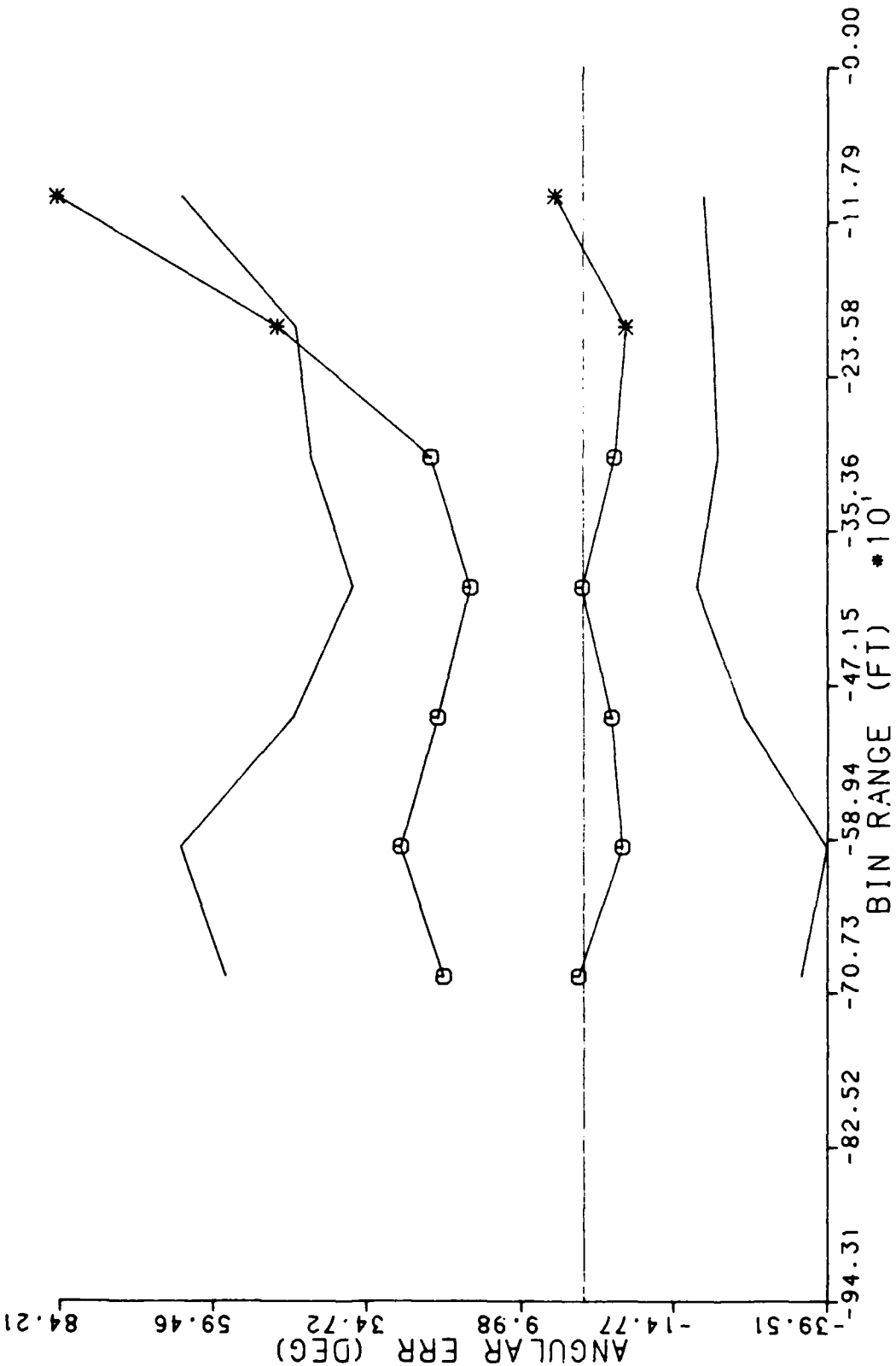
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE CURVED DEPARTURES

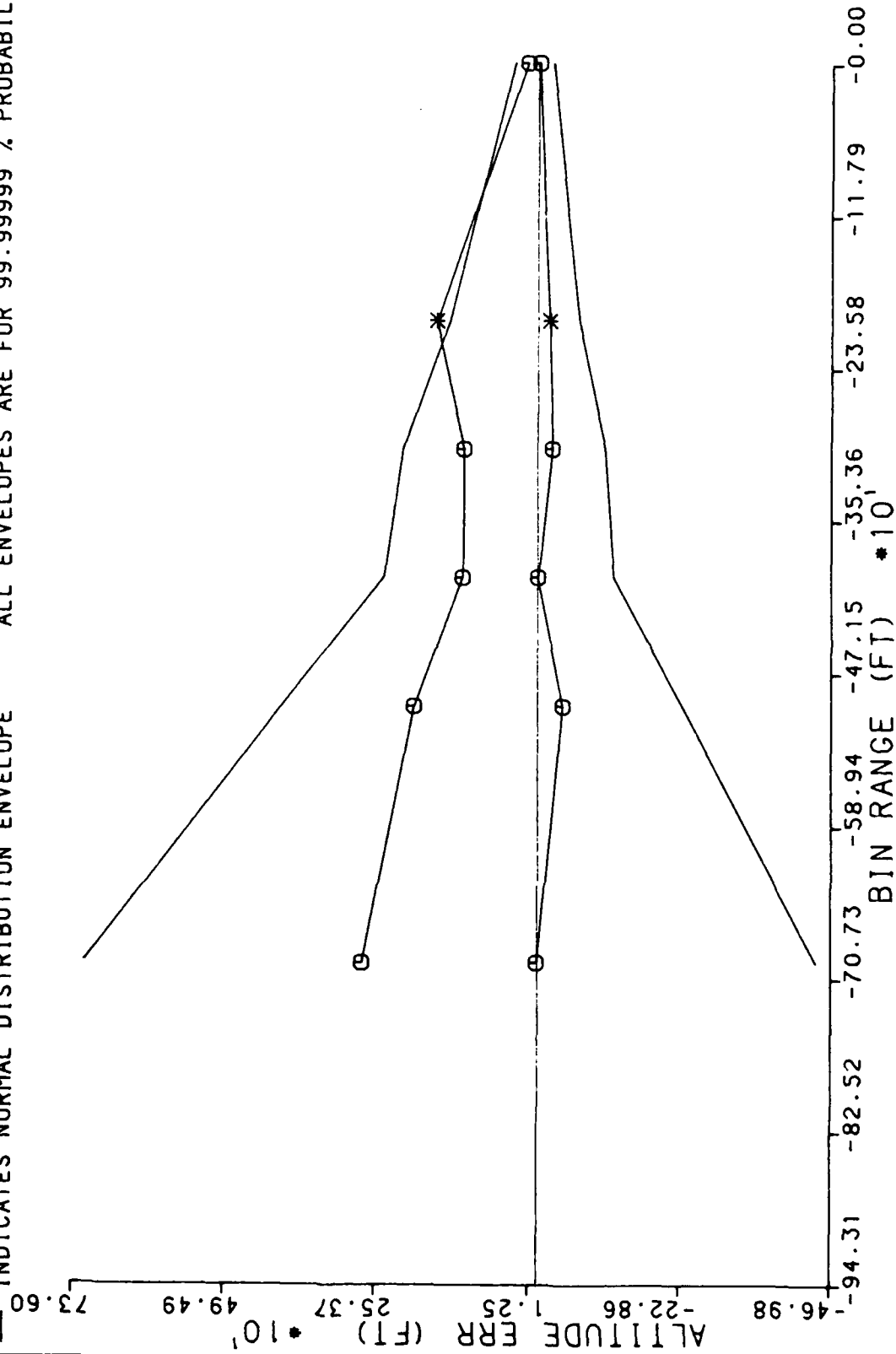
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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# VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY

7 DEGREE CURVED DEPARTURES

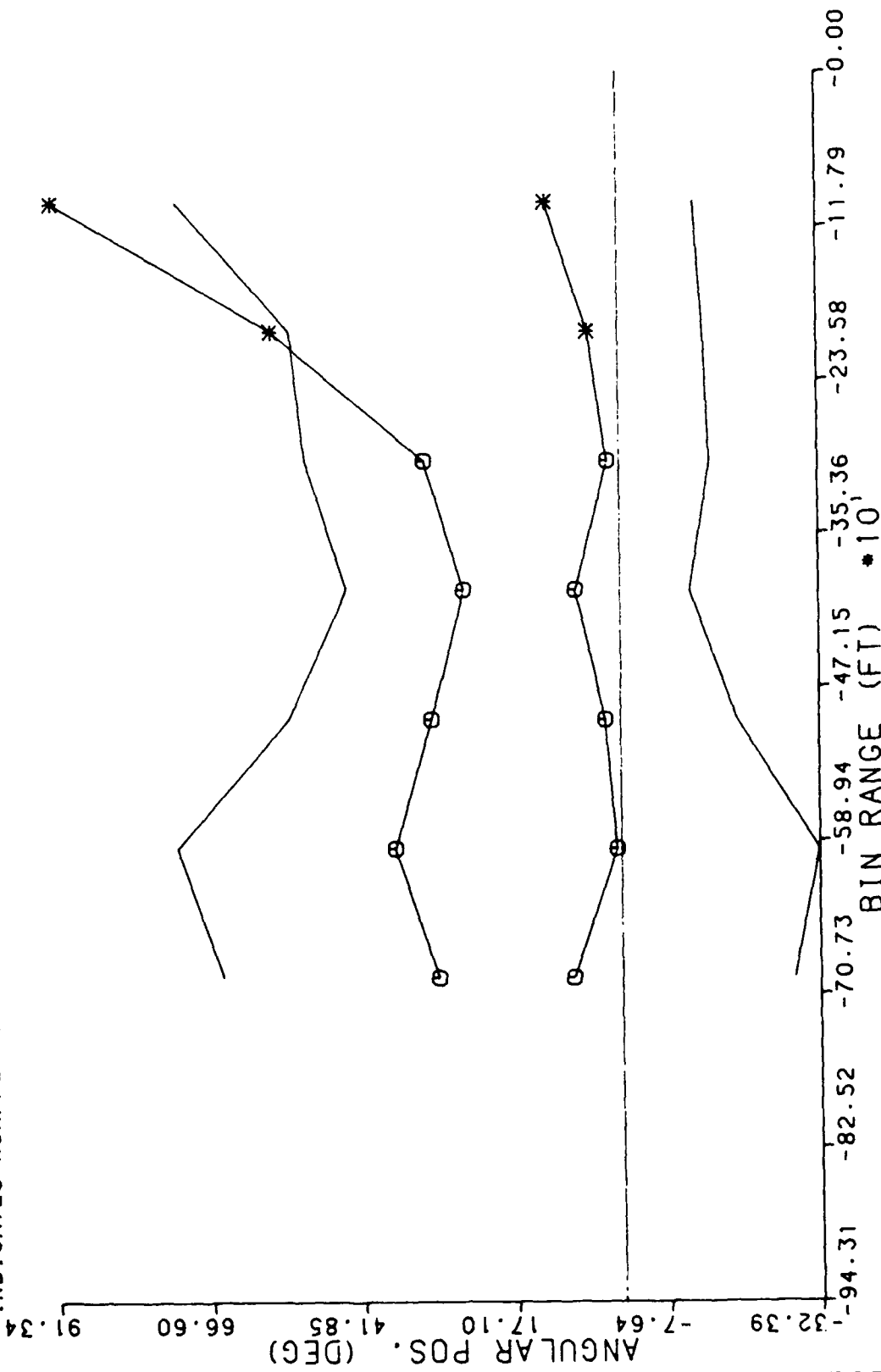
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

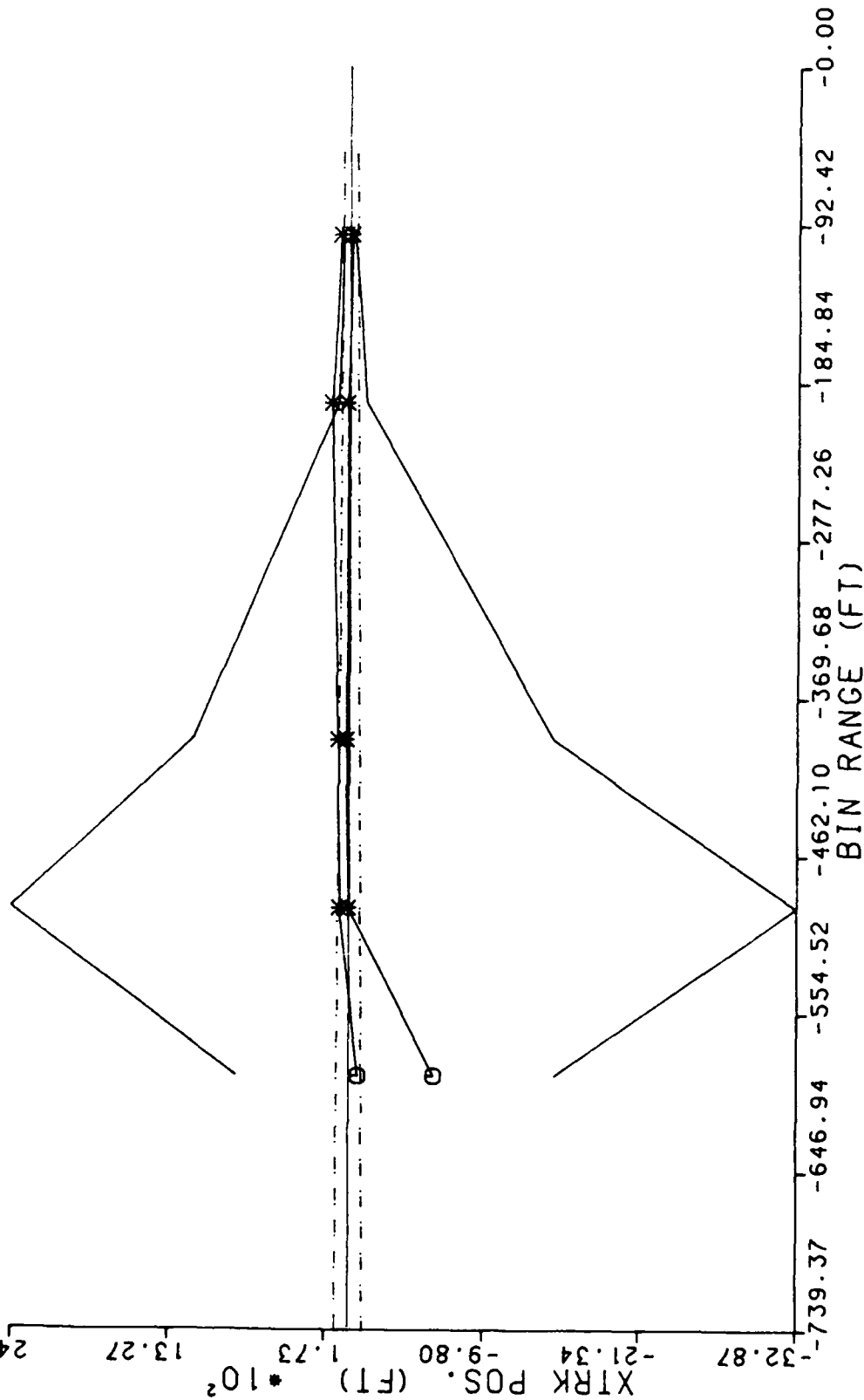
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE CURVED DEPARTURES

DATA PROCESSED BY FAA TECHNICAL CENTER  
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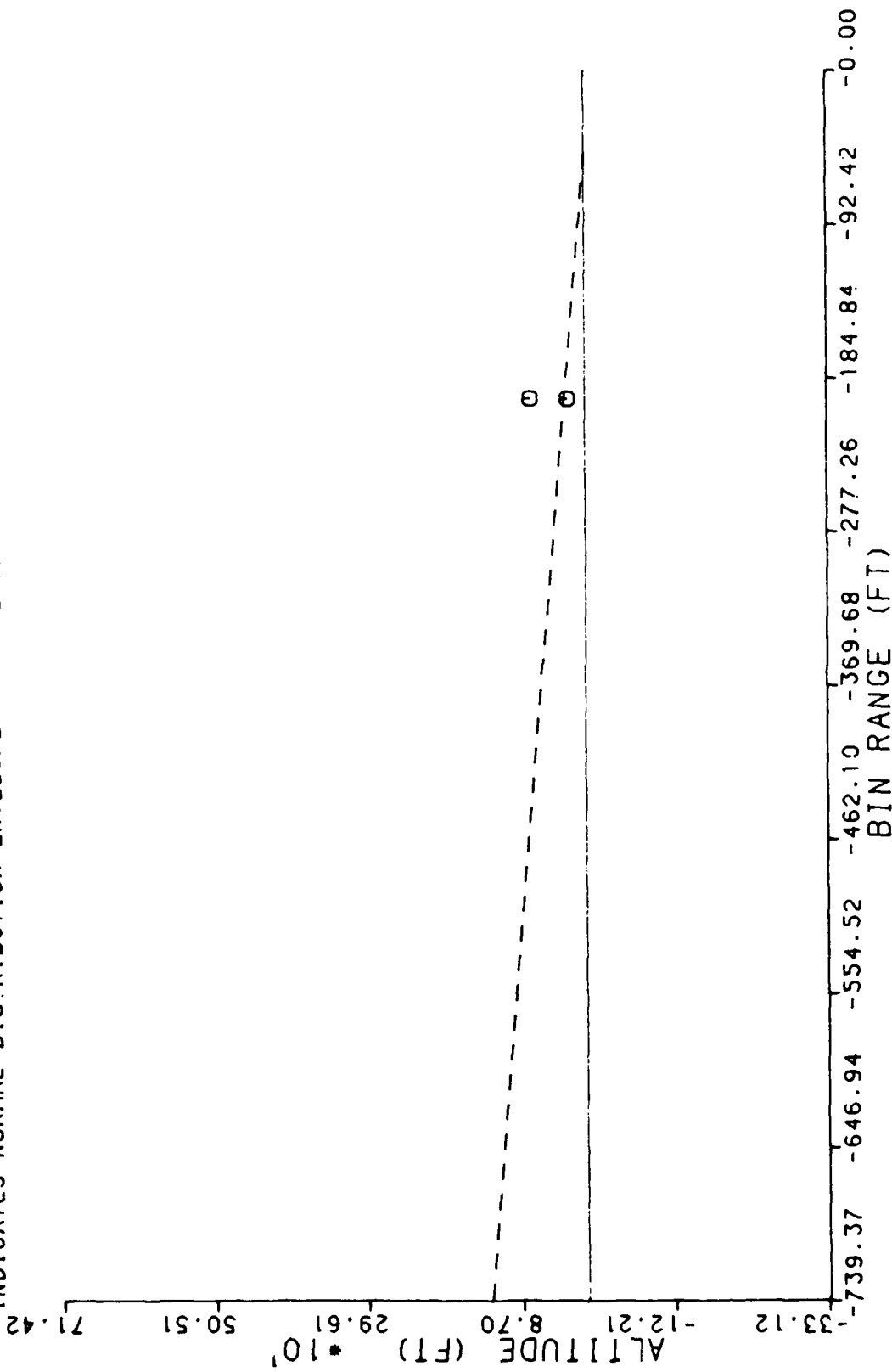
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) --- INDICATES FAA APPROACH SURFACE  
 \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 --- INDICATES NORMAL DISTRIBUTION ENVELOPE  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OHG DATA ONLY  
 10 DEGREE CURVED DEPARTURES  
 ALTITUDE (FT) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

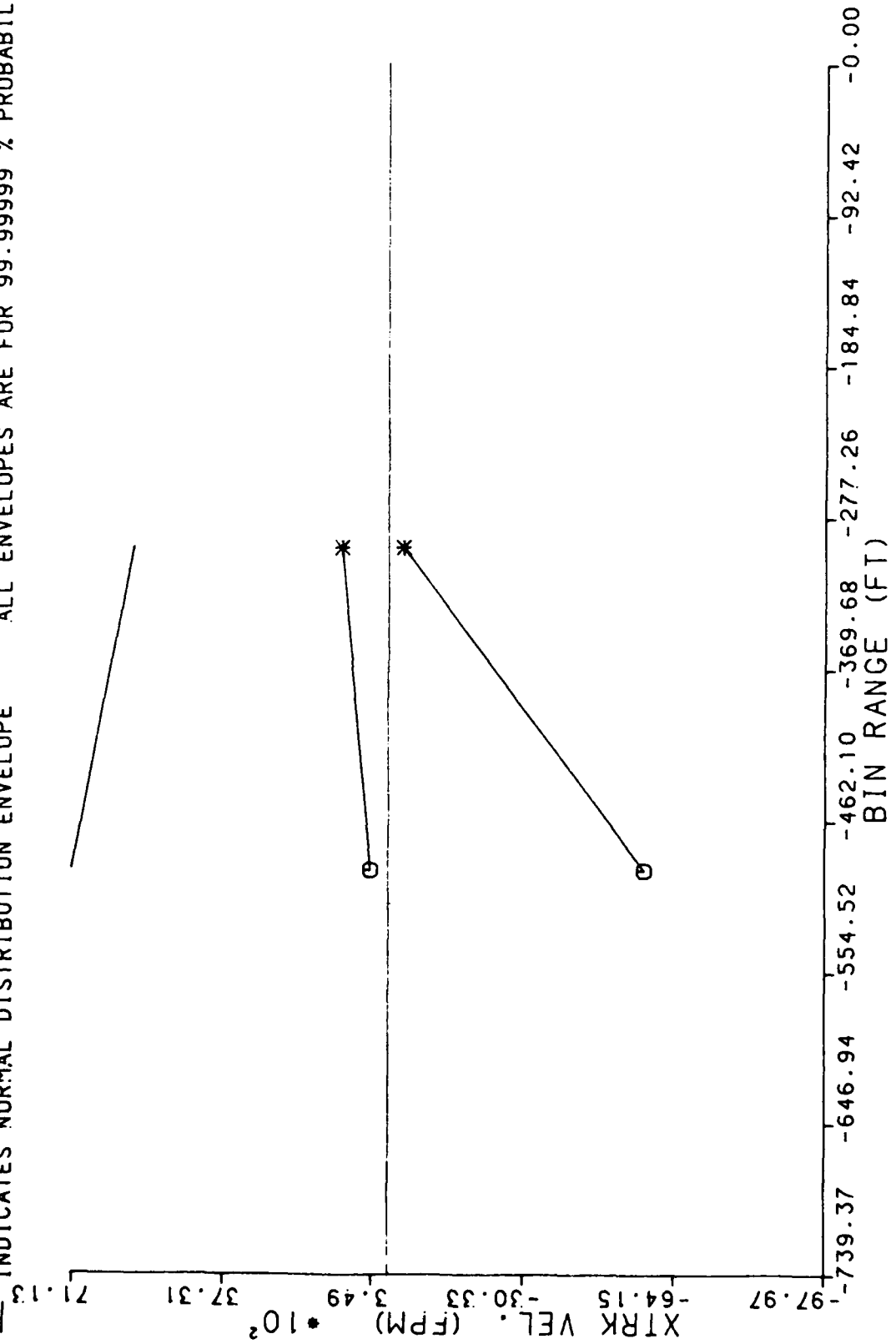


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE CURVED DEPARTURES

○ CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

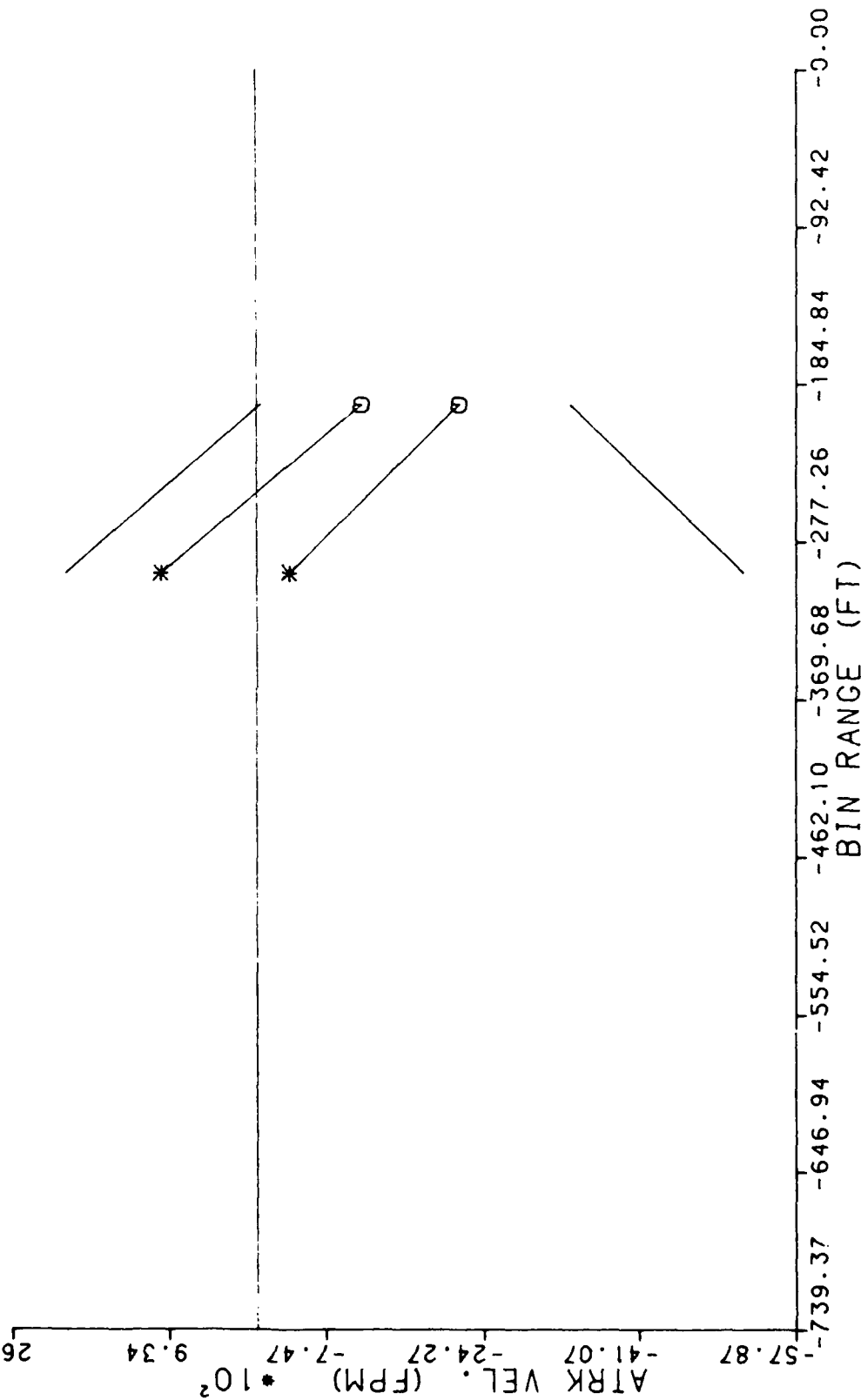




VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE CURVED DEPARTURES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



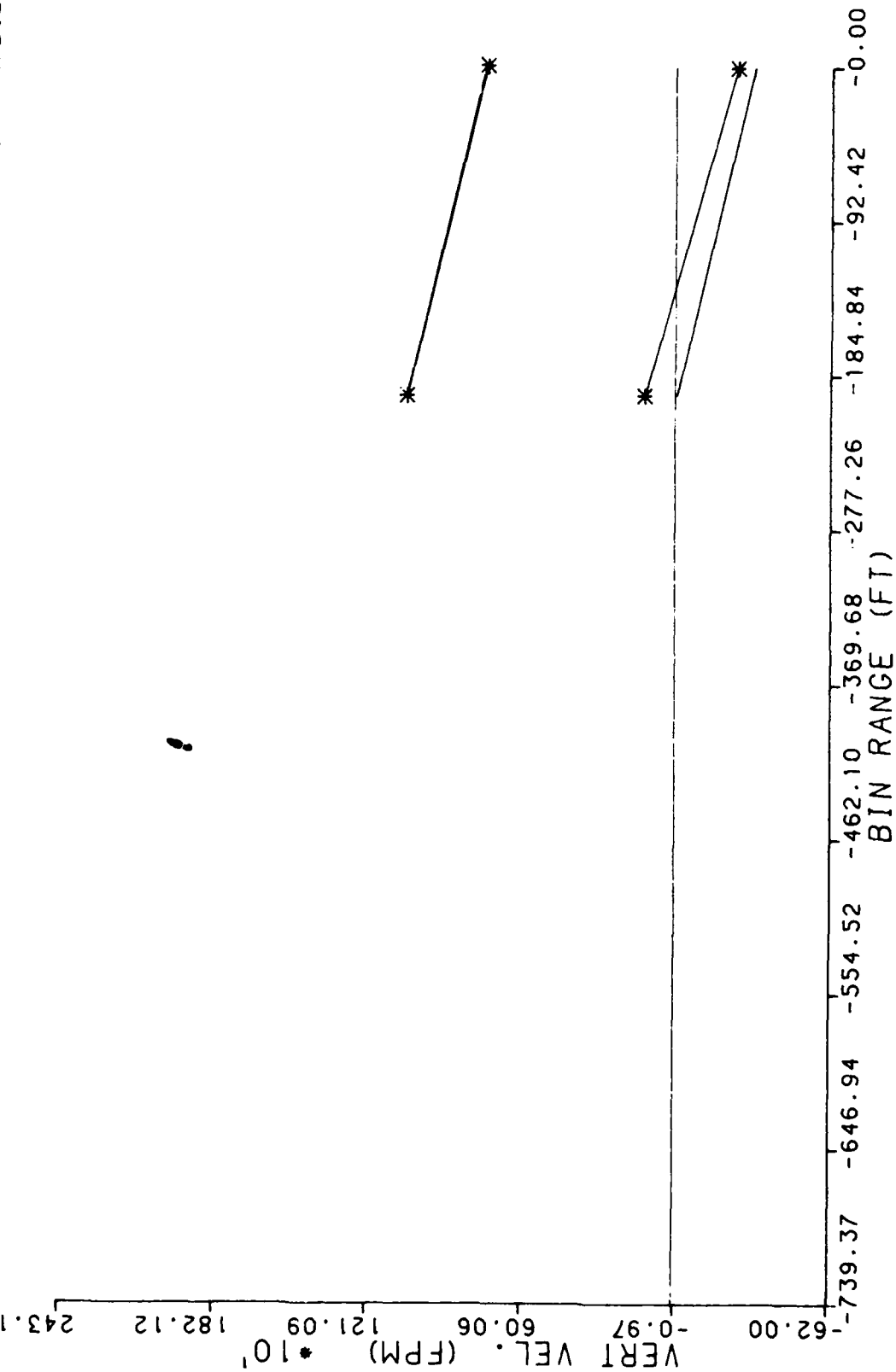
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE CURVED DEPARTURES

VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY

10 DEGREE CURVED DEPARTURES

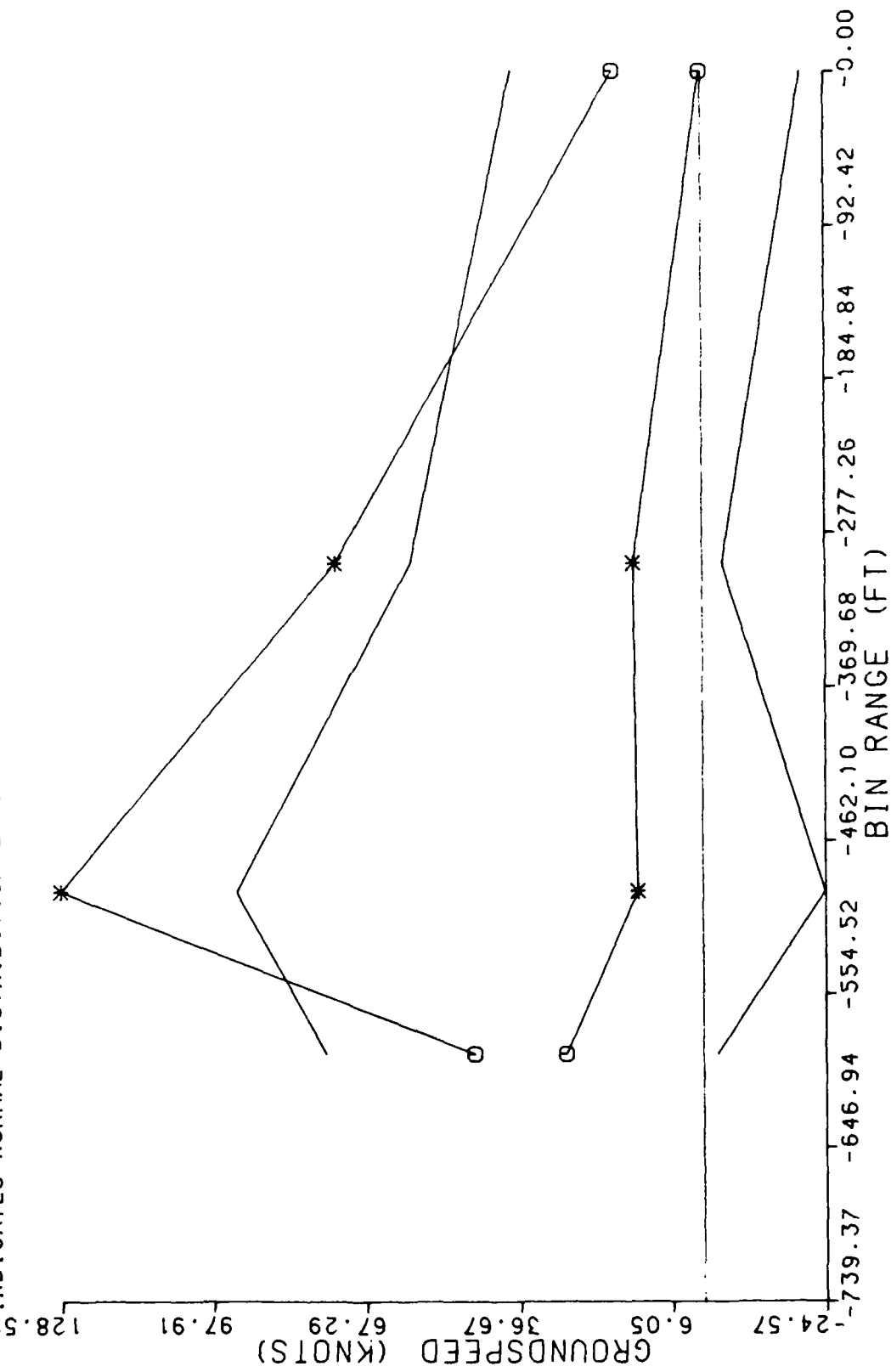
OUNDSPEED (KNOTS) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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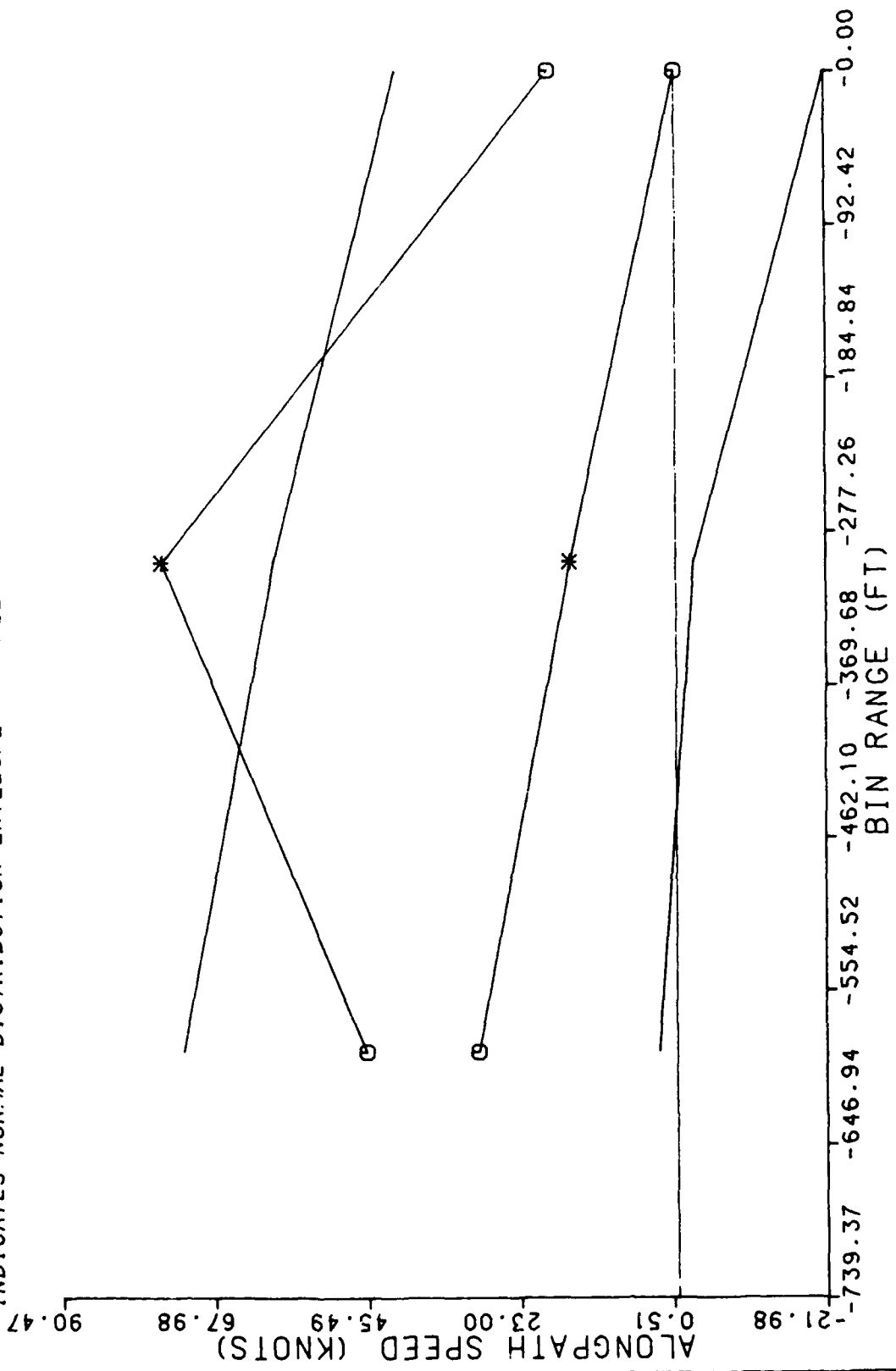
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS--- OH6 DATA ONLY  
 10 DEGREE CURVED DEPARTURES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

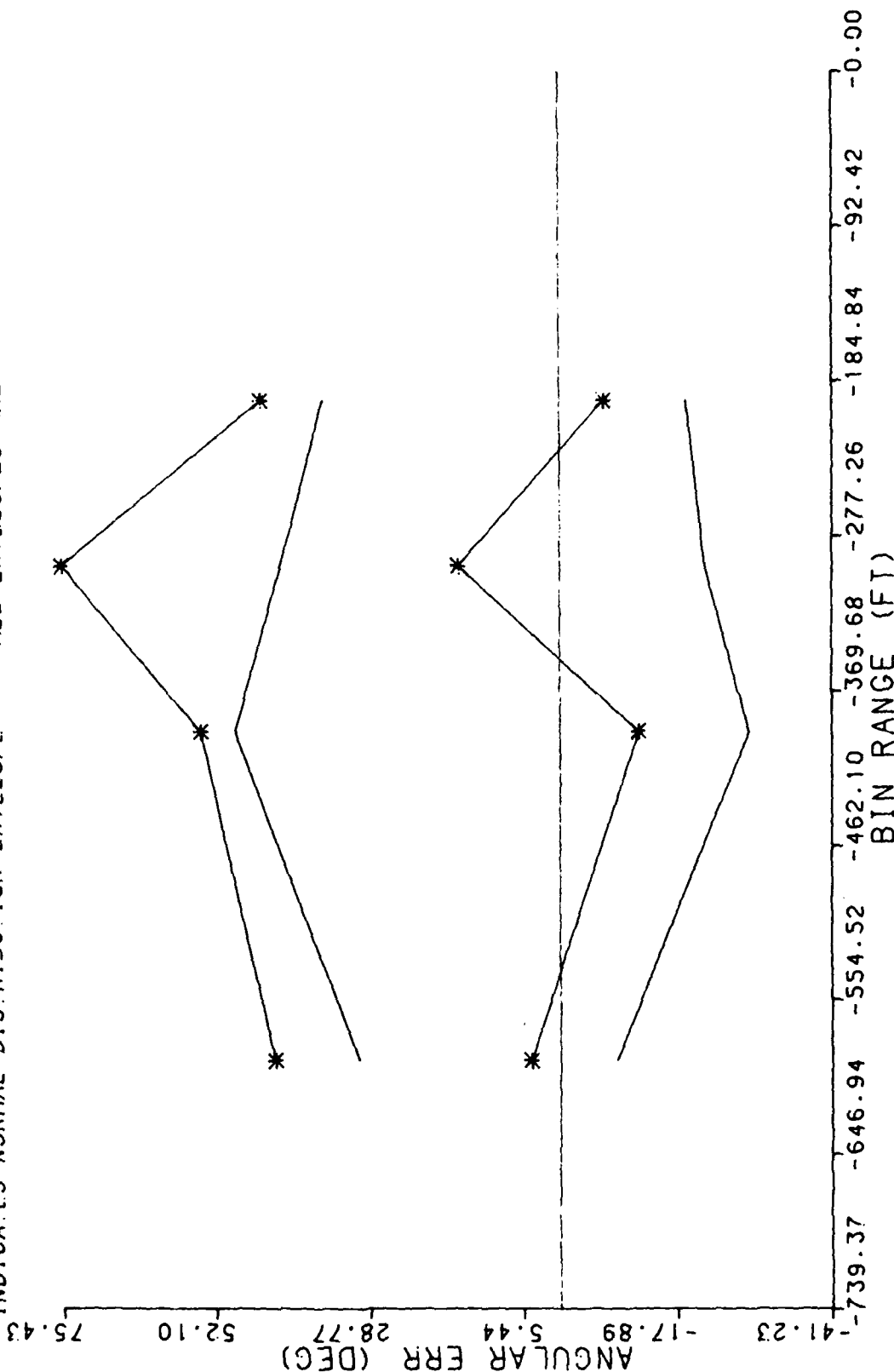


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE CURVED DEPARTURES

ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



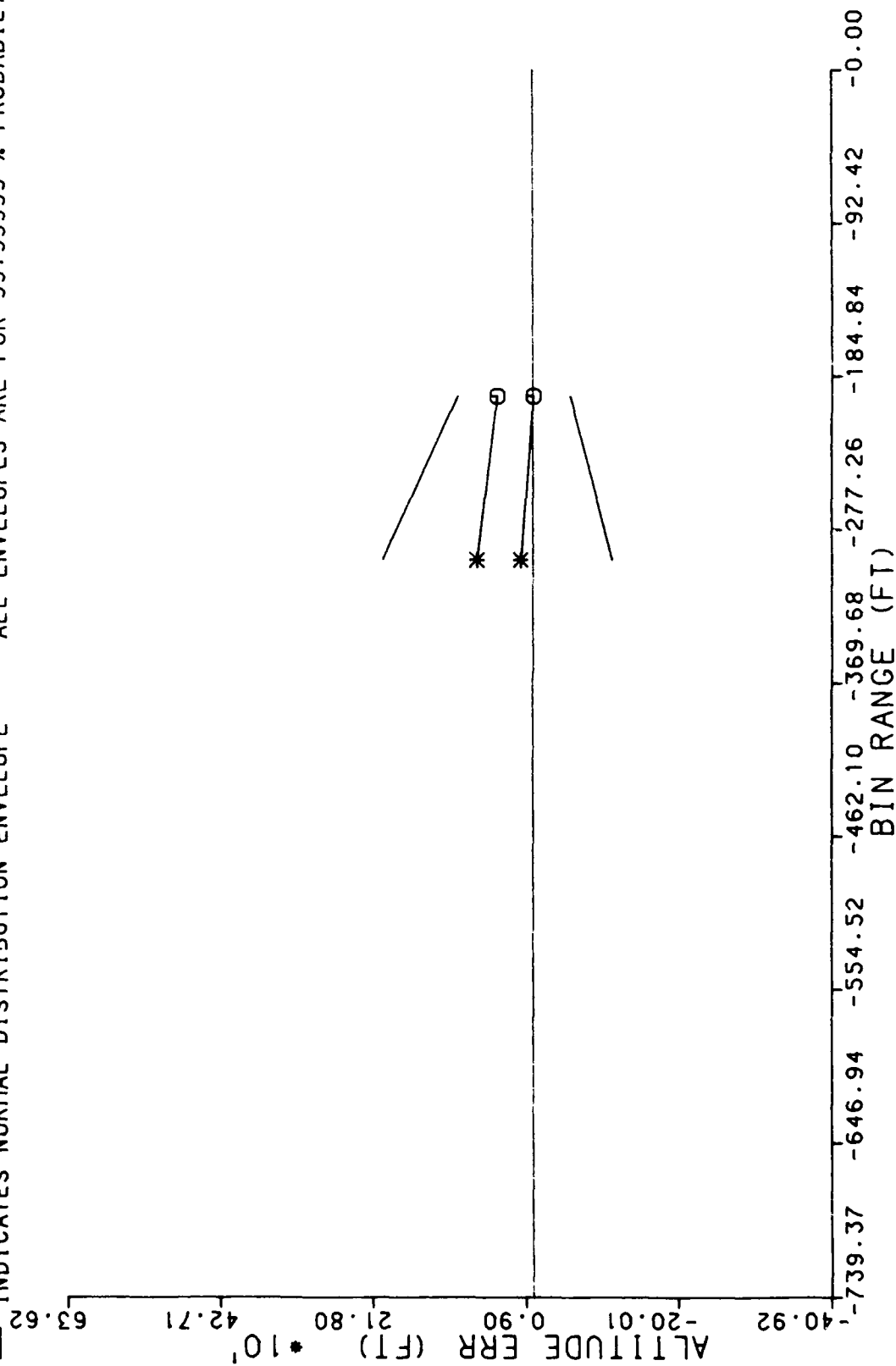
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE CURVED DEPARTURES

ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



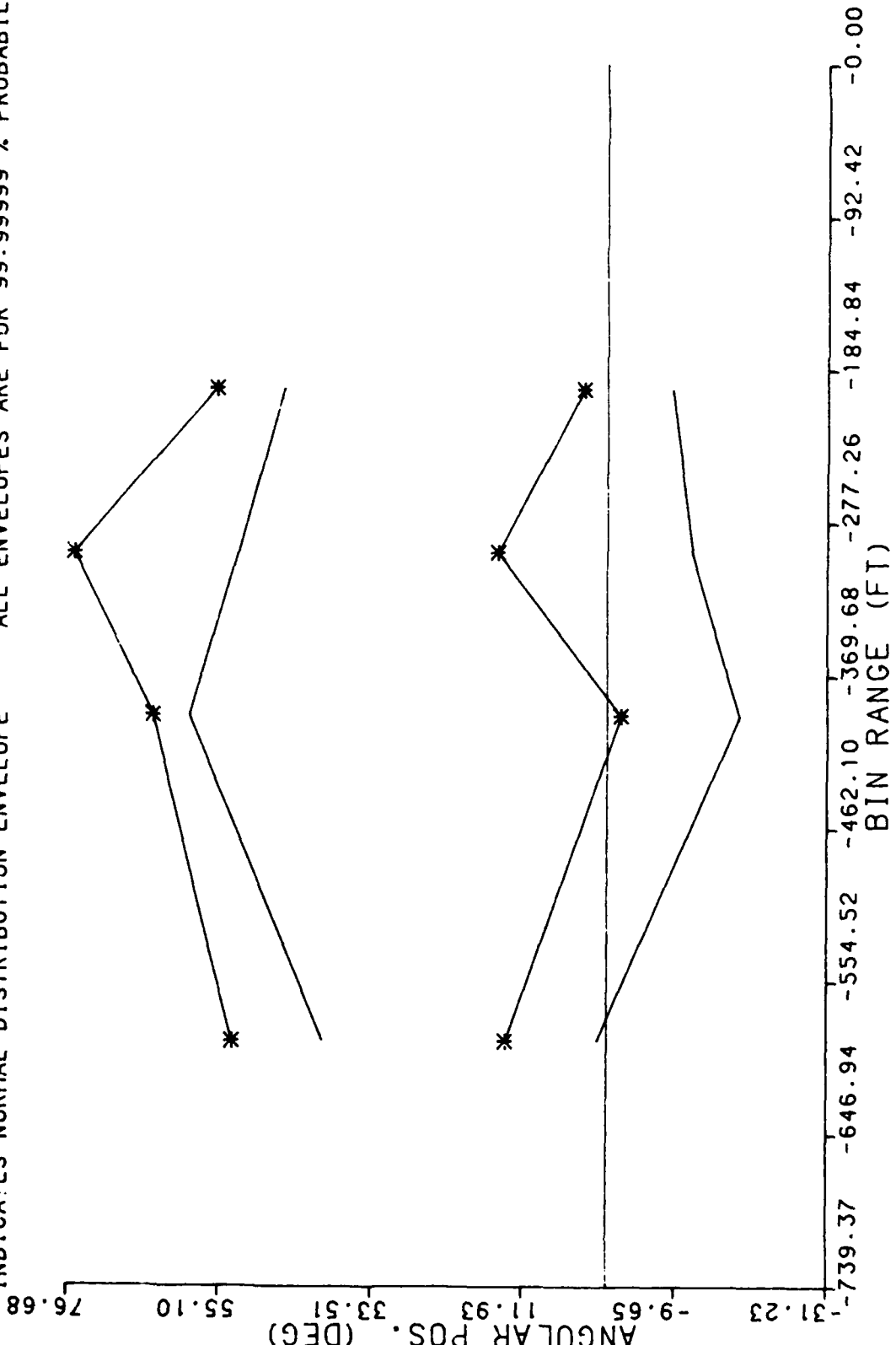
VMC DISTRIBUTION ANALYSIS--- OH6 DATA ONLY  
10 DEGREE CURVED DEPARTURES

ANGULAR POSITION (DEG) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 12 DEGREE CURVED DEPARTURES

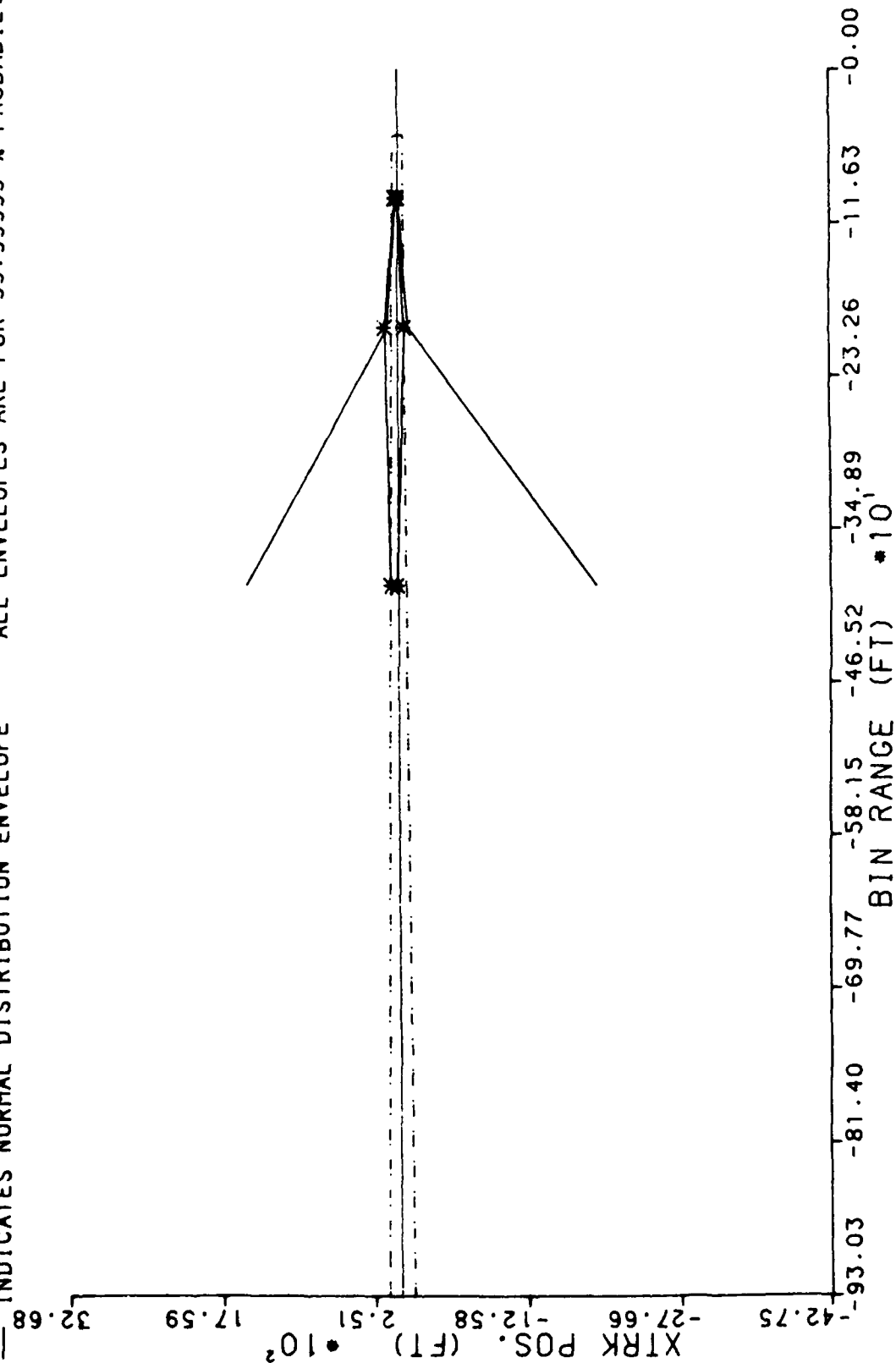
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- -- INDICATES FAA APPROACH SURFACE

INDICATES BETA DISTRIBUTION RANGE LIMIT \*INDICATES GAMMA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

DATA PROCESSED BY FAA TECHNICAL CENTER  
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INDICATES FAA APPROACH SURFACE  
 \*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY





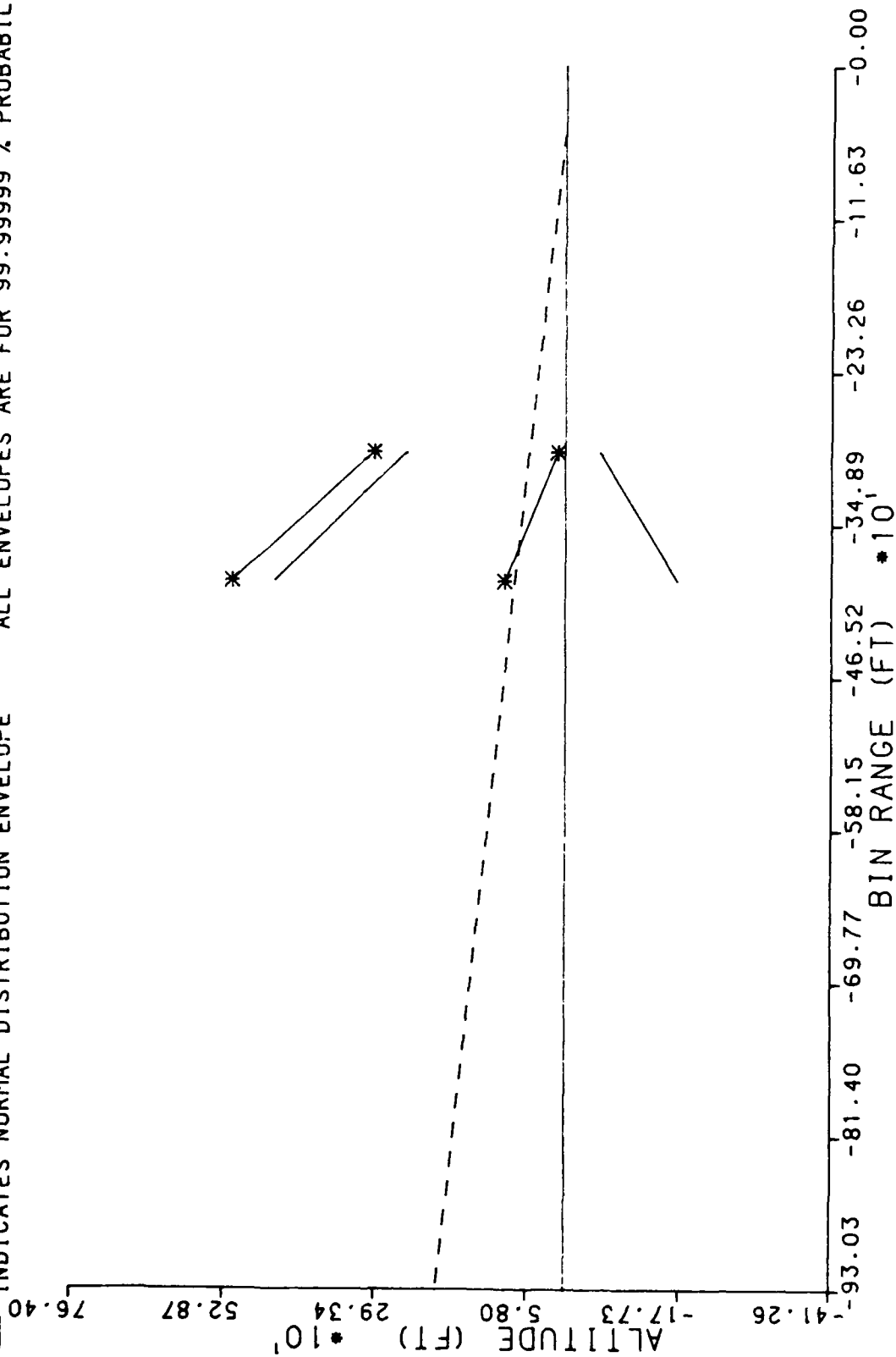
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 12 DEGREE CURVED DEPARTURES

ALTITUDE (FT) VS. BIN RANGE (FT)

— INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



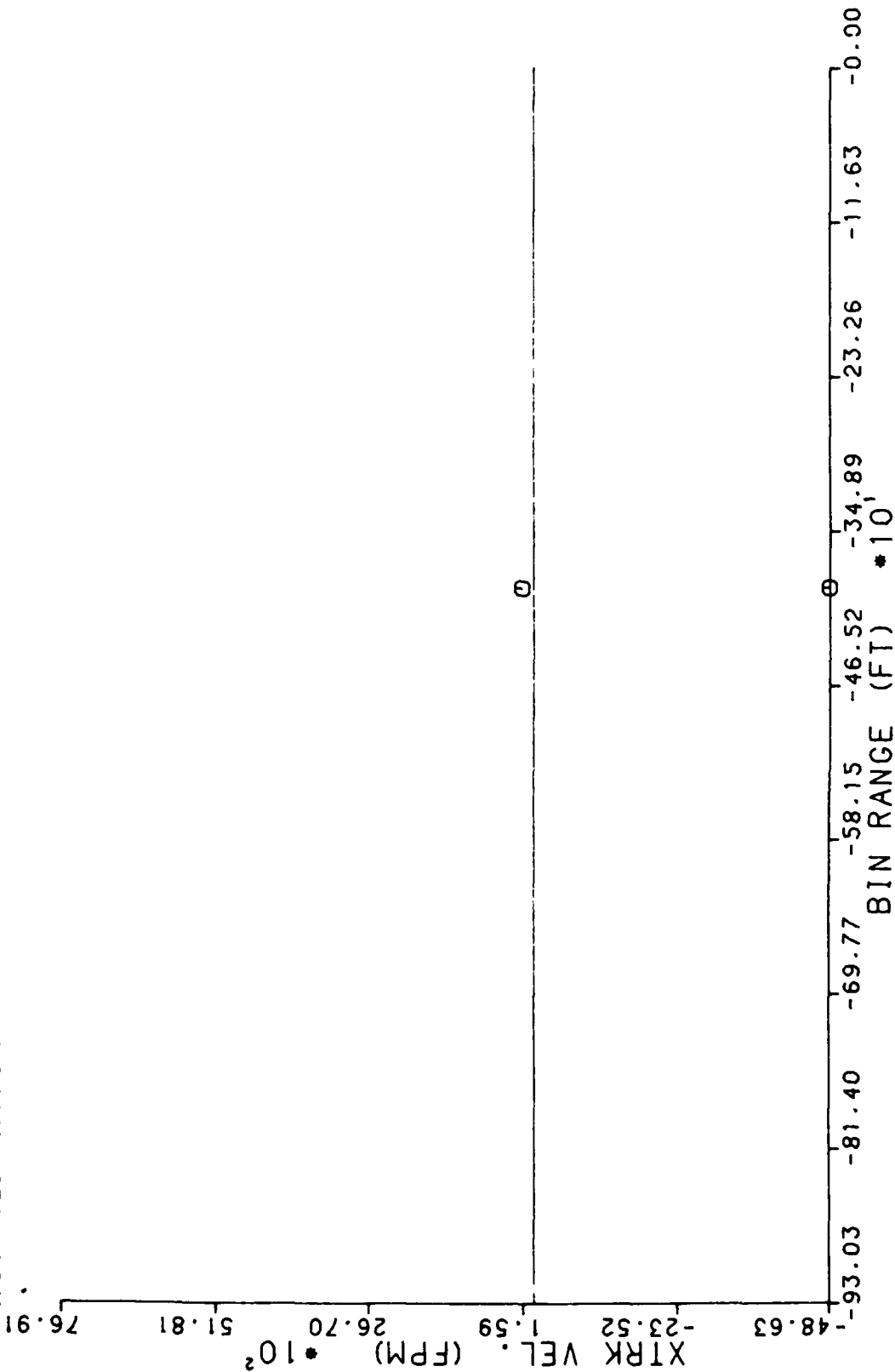
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 12 DEGREE CURVED DEPARTURES

CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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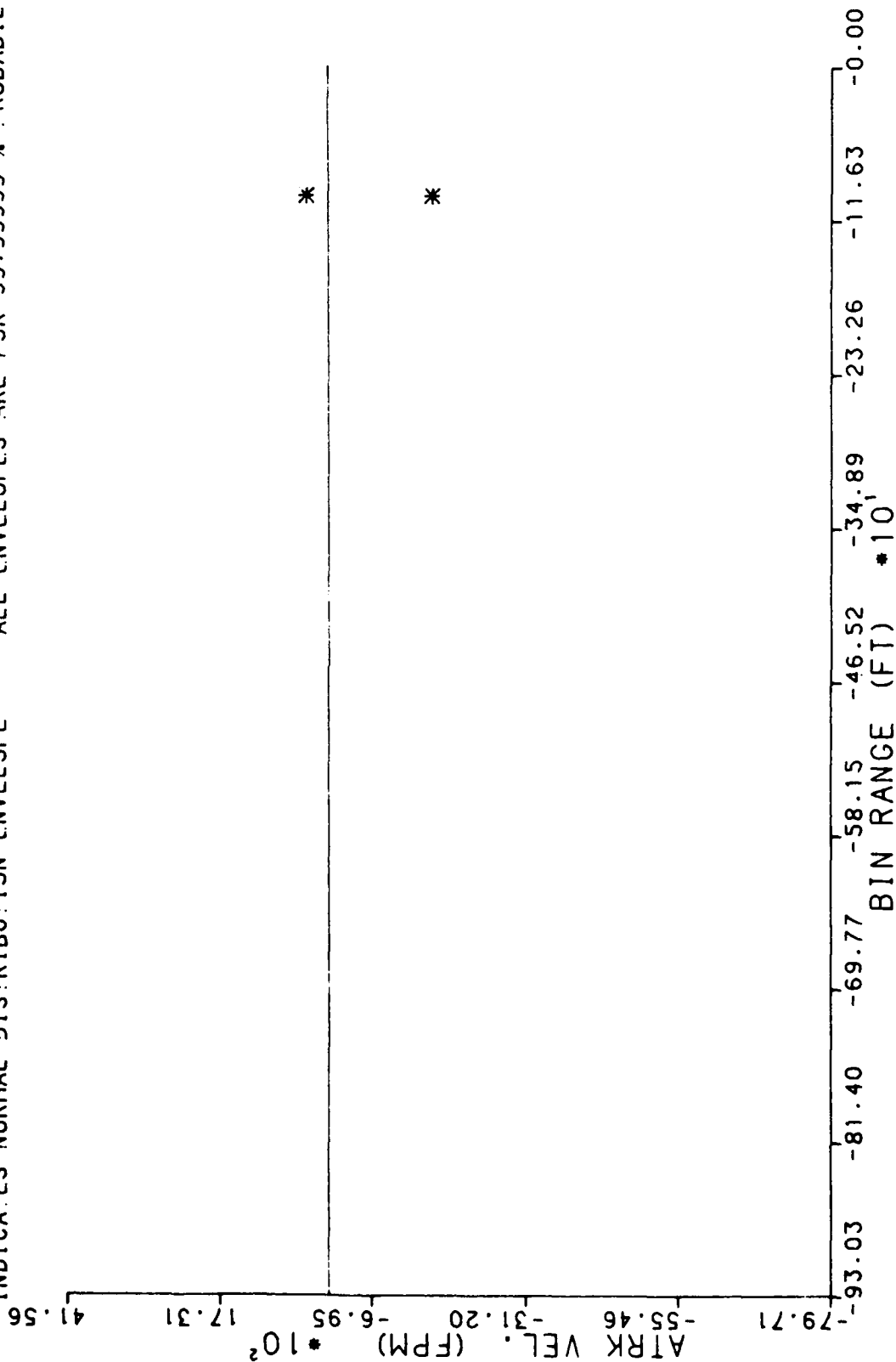
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 12 DEGREE CURVED DEPARTURES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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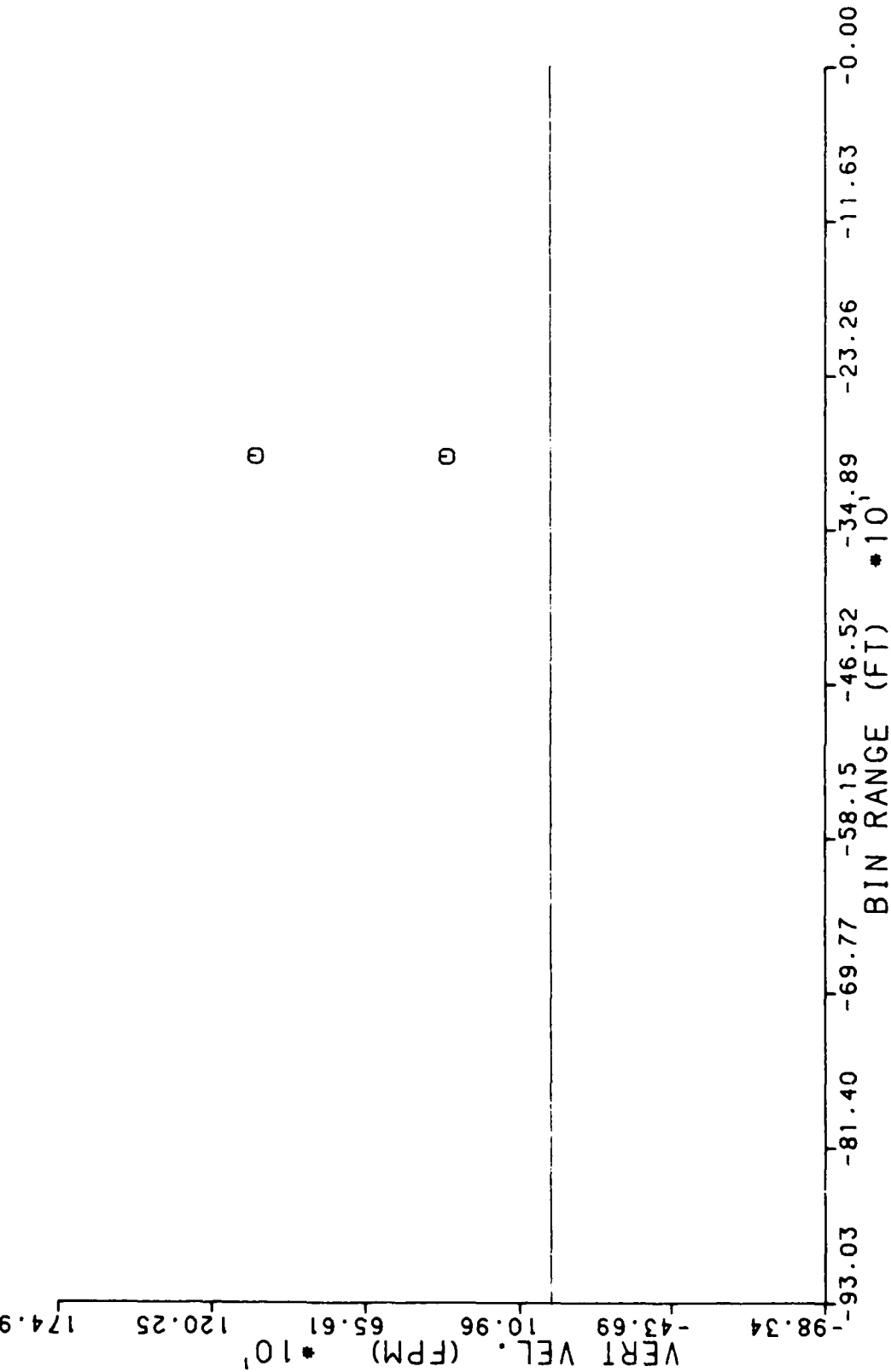
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 12 DEGREE CURVED DEPARTURES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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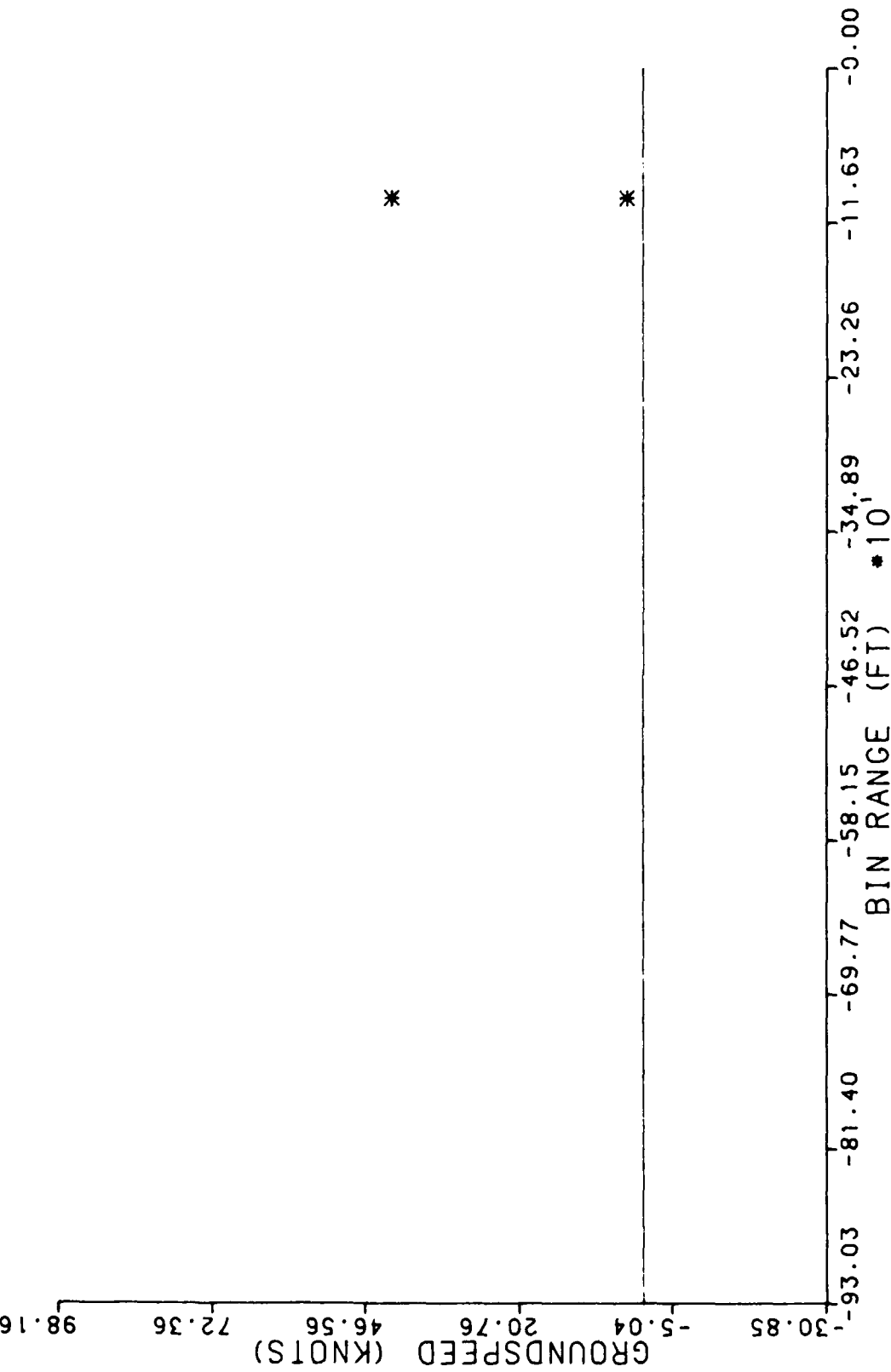
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 12 DEGREE CURVED DEPARTURES  
 GROUND SPEED (KNOTS) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



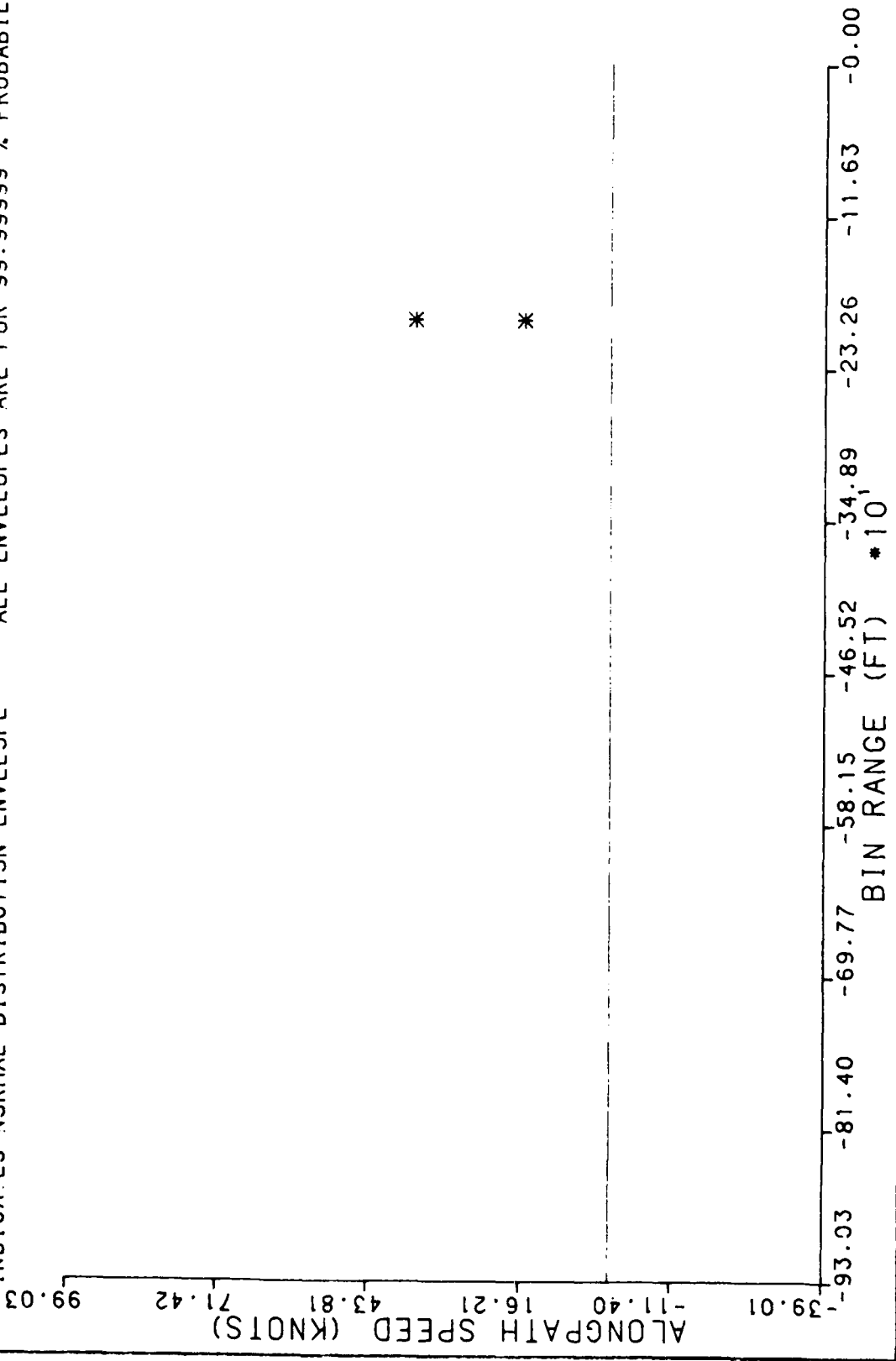
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
12 DEGREE CURVED DEPARTURES

ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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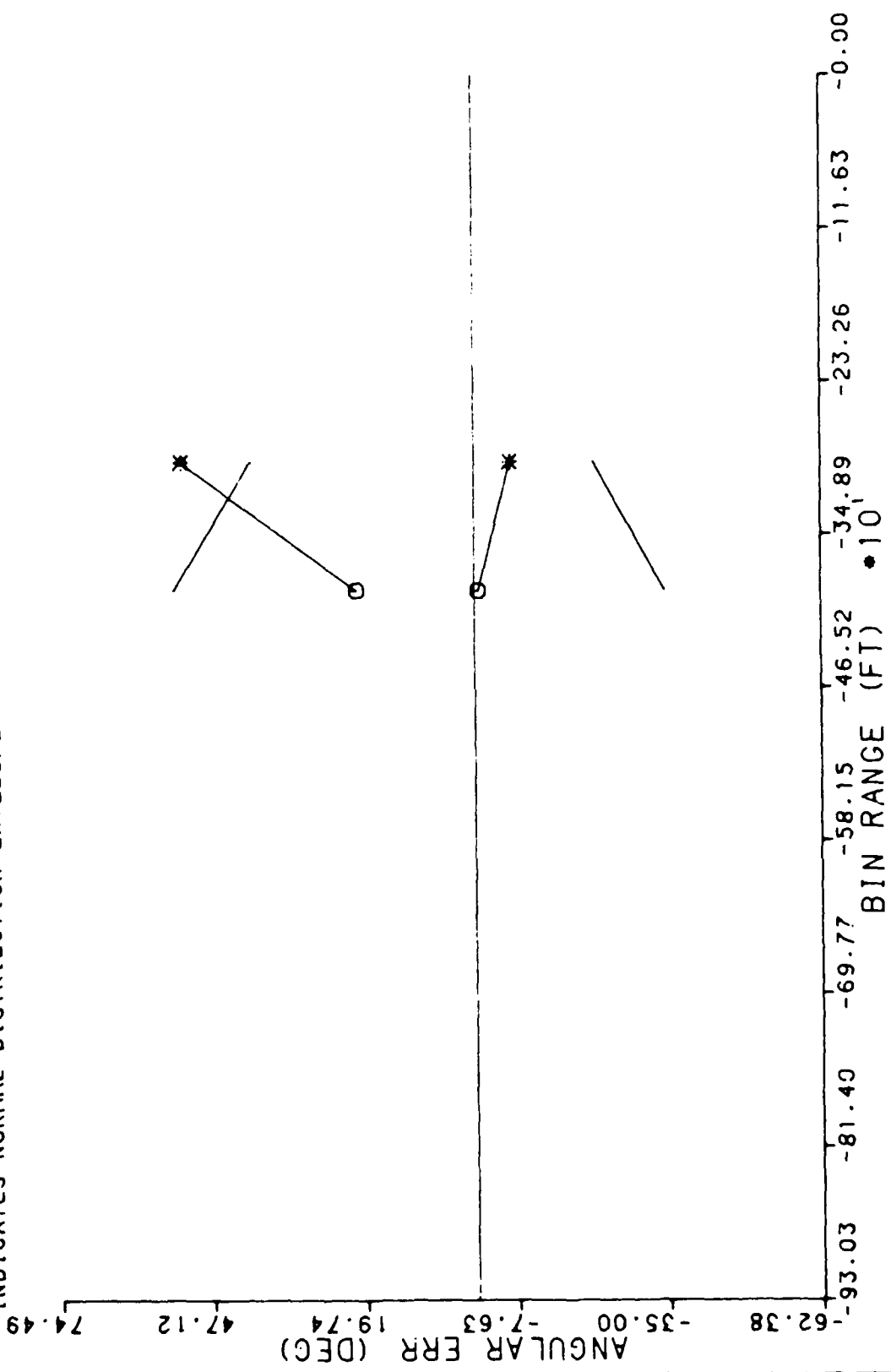
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 12 DEGREE CURVED DEPARTURES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
12 DEGREE CURVED DEPARTURES

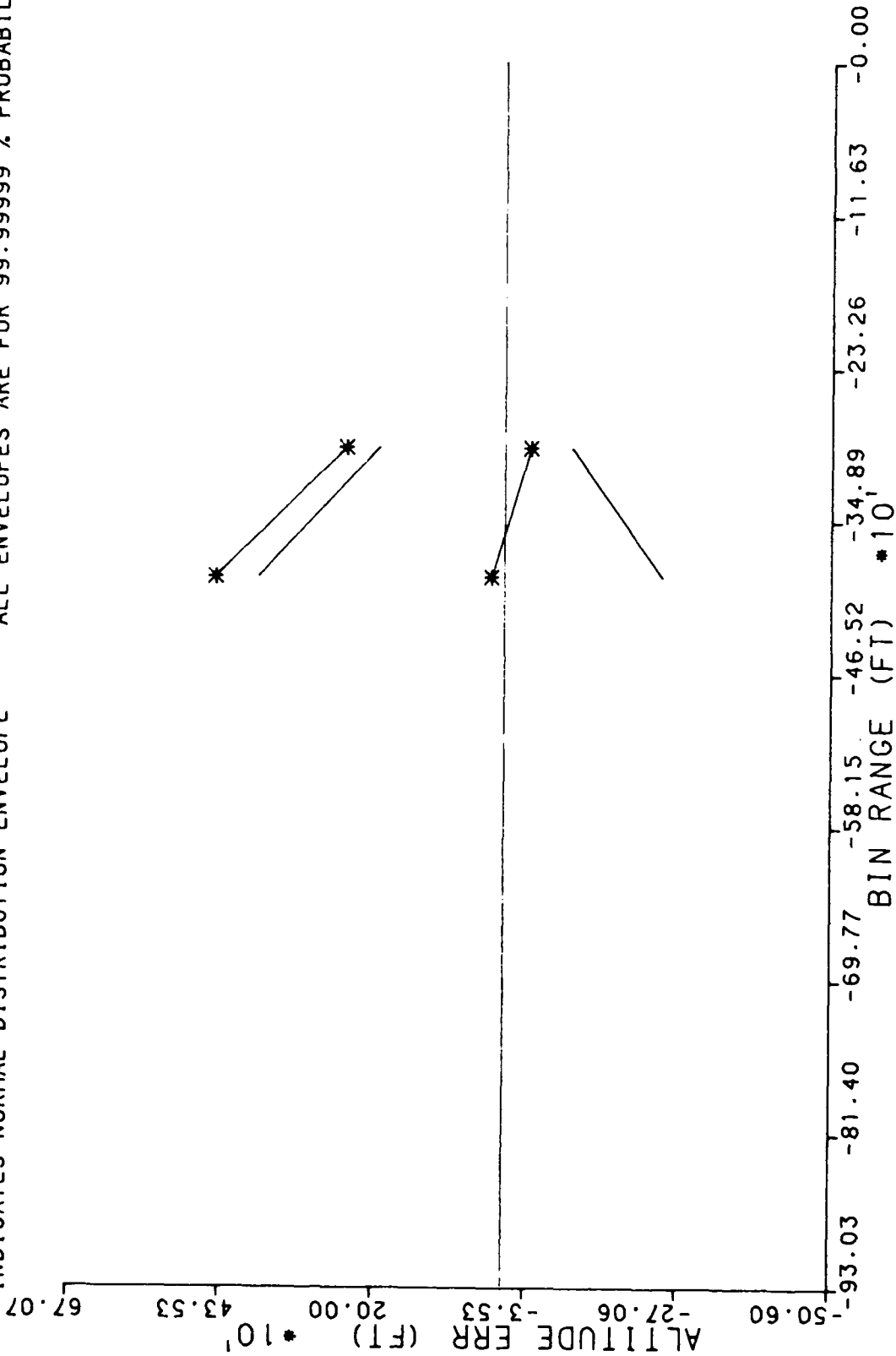
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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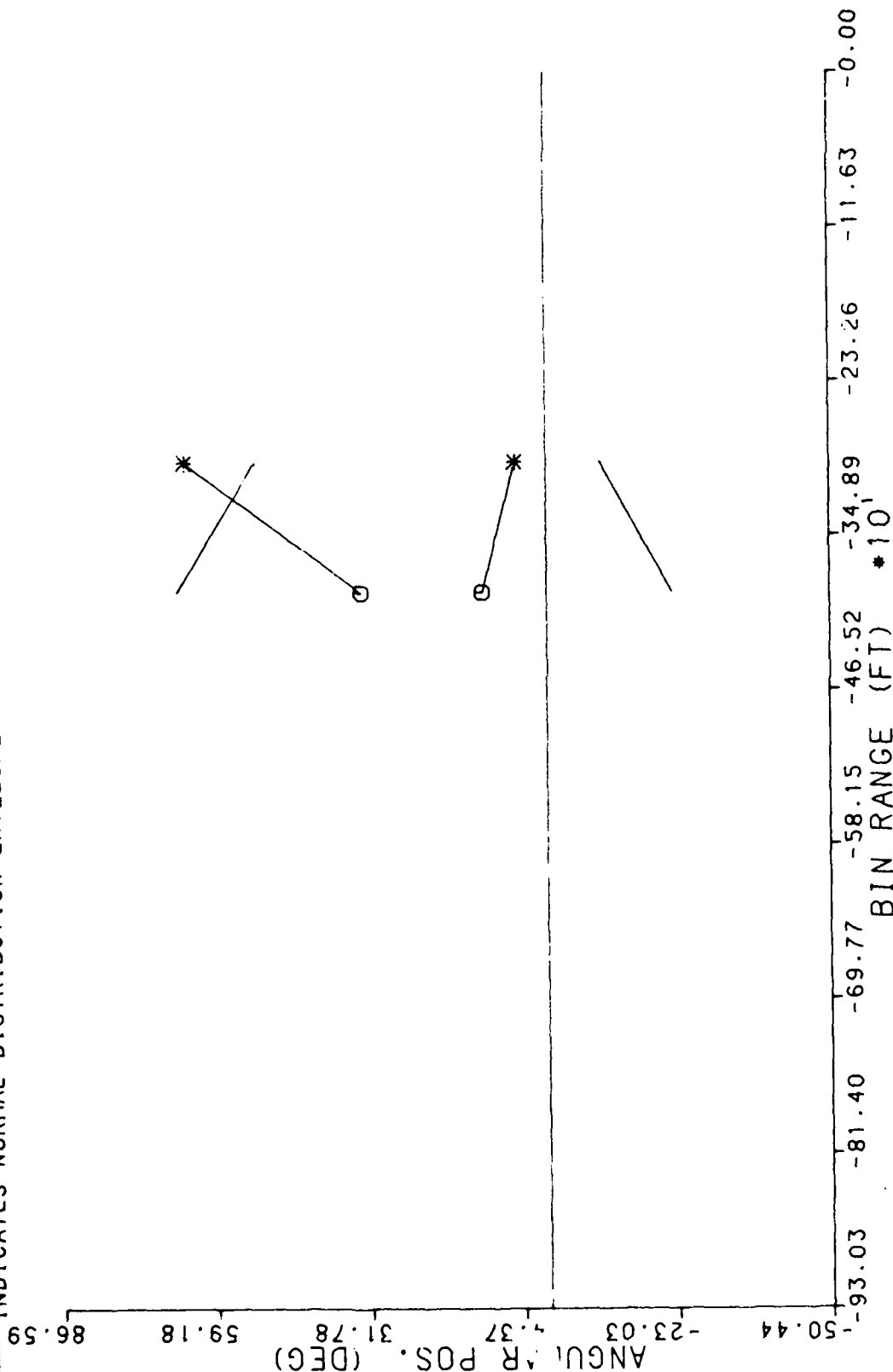
DATA PROCESSED BY FAA TECHNICAL CENTER  
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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
12 DEGREE CURVED DEPARTURES

ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

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APPENDIX L

DISTRIBUTION COMPARISON PLOTS FOR ALL AIRCRAFT DATA

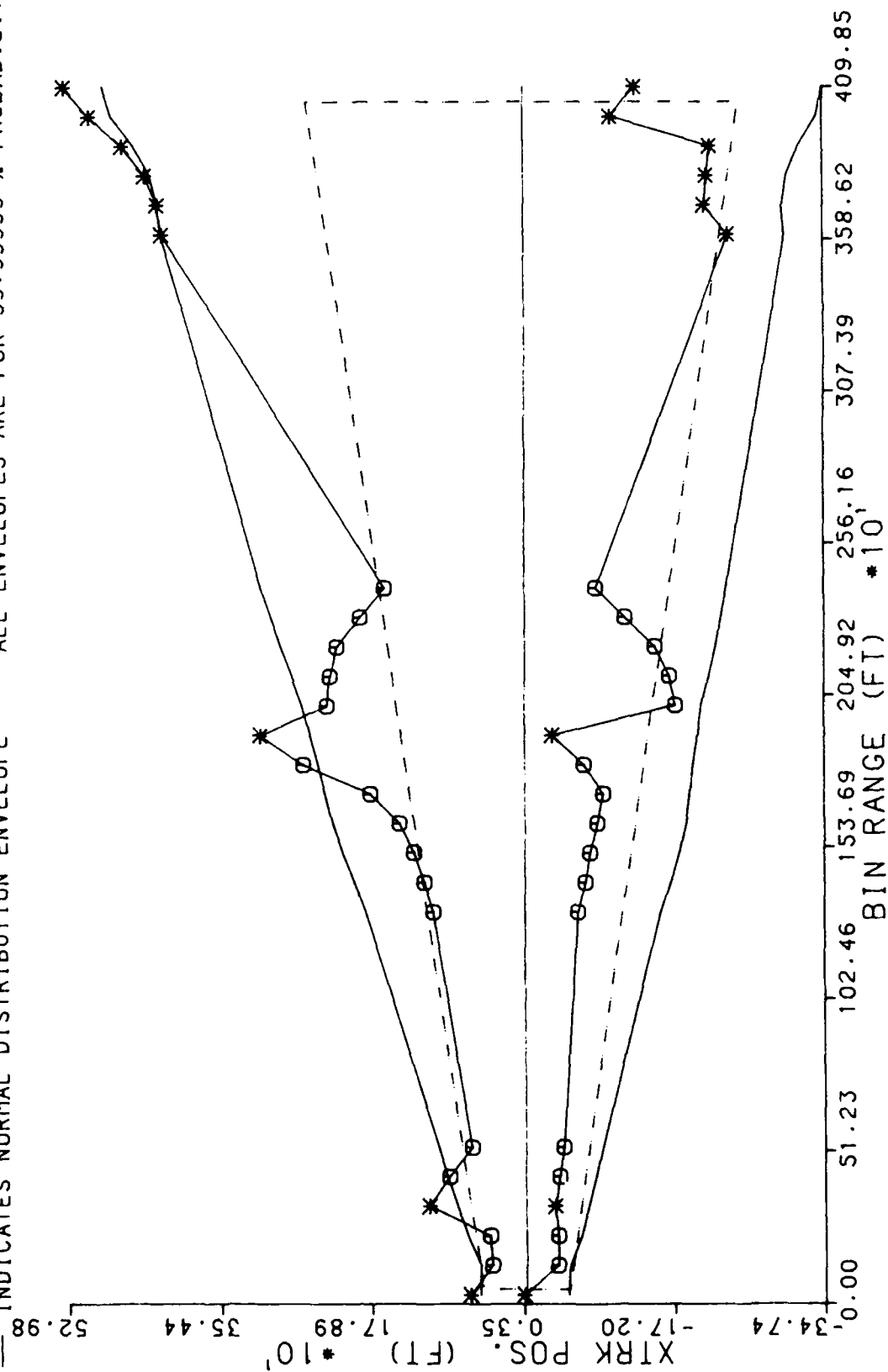
The plots presented in this appendix are arranged in a specific order. To make it easier to find a particular plot, the order of the plots are explained here.

There are four major divisions of the plots (in order of presentation): straight-in approaches, curved approaches, straight-out departures, and curved departures. There are three first line subdivisions in each of the major divisions. For approaches they are:  $7.125^{\circ}$ ,  $8.00^{\circ}$ , and  $10.00^{\circ}$  approaches. For departures they are:  $7.125^{\circ}$ ,  $10.00^{\circ}$ , and  $12.00^{\circ}$  departures.

There are ten second line subdivisions in each first line division. The subdivisions for all first line subdivisions are: crosstrack position (ft), altitude (ft), crosstrack velocity (fpm), along track velocity (fpm), vertical velocity (fpm), groundspeed (kts), along path speed (kts), angular error (deg), altitude error (ft), and angular position (deg).

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 7 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) --- INDICATES FAA APPROACH SURFACE  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT \*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 --- INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

7 DEGREE STRAIGHT IN APPROACHES

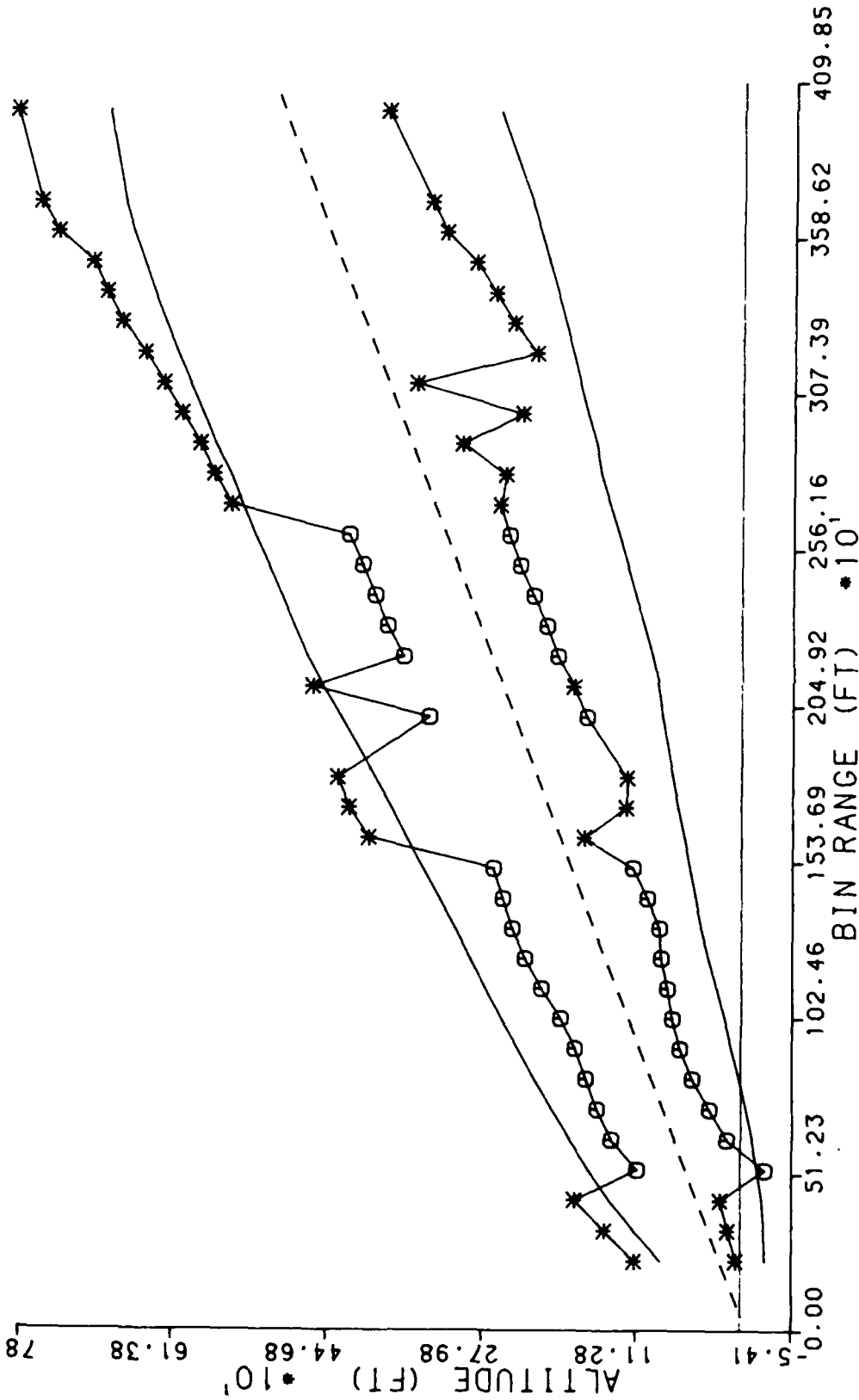
ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

--- INDICATES NORMAL DISTRIBUTION ENVELOPE

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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE STRAIGHT IN APPROACHES

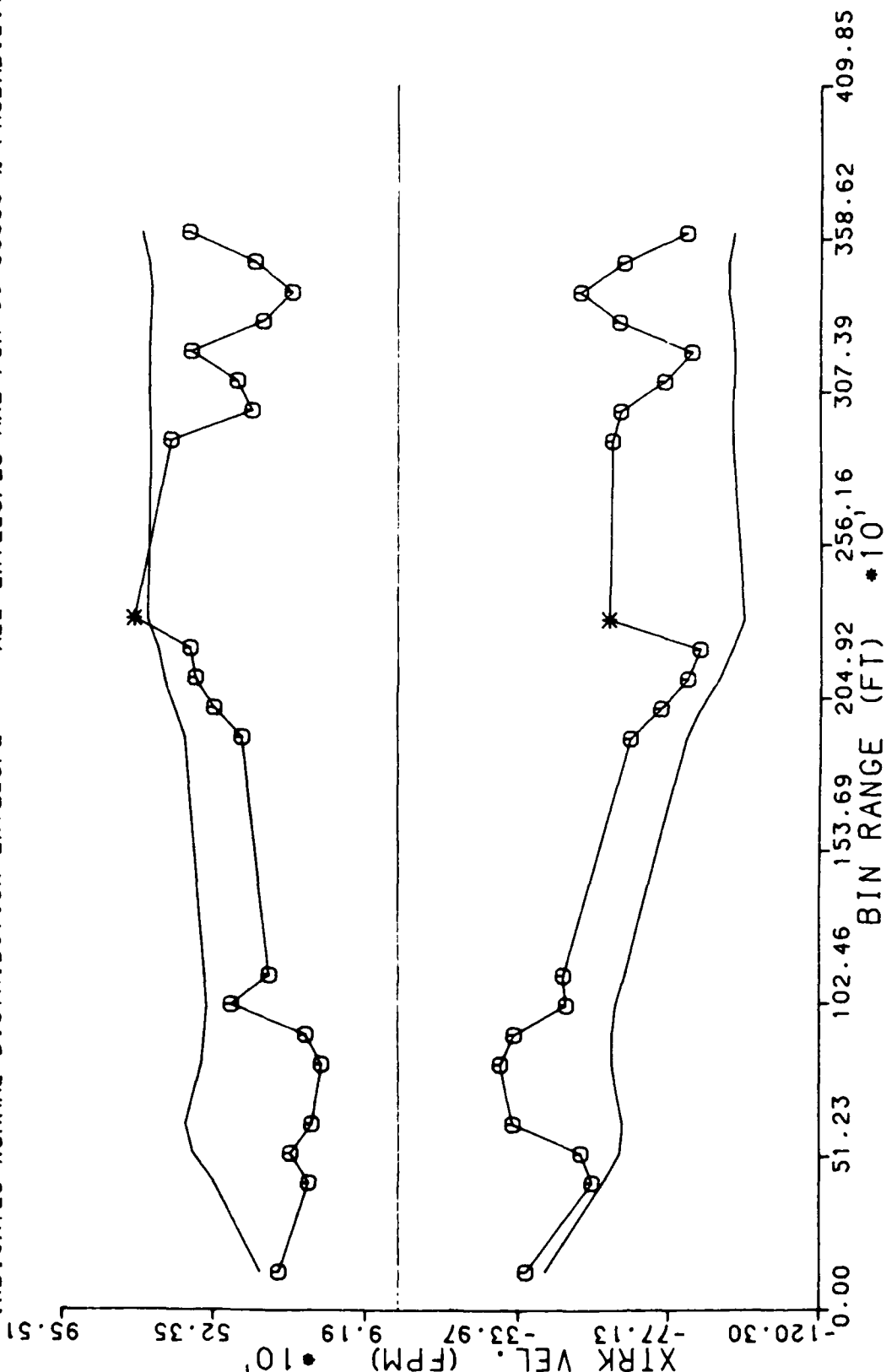
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

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ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

7 DEGREE STRAIGHT IN APPROACHES

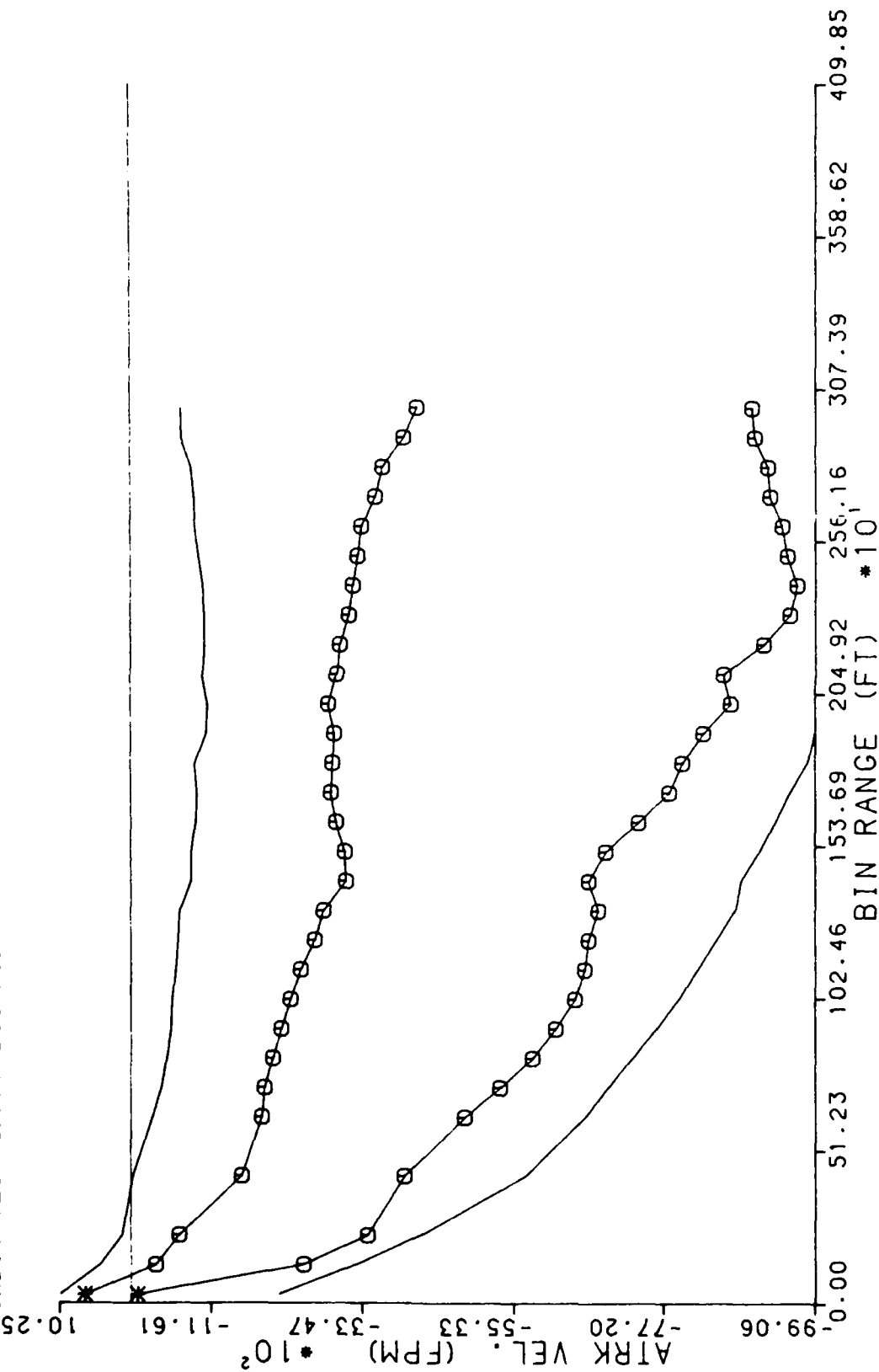
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 7 DEGREE STRAIGHT IN APPROACHES

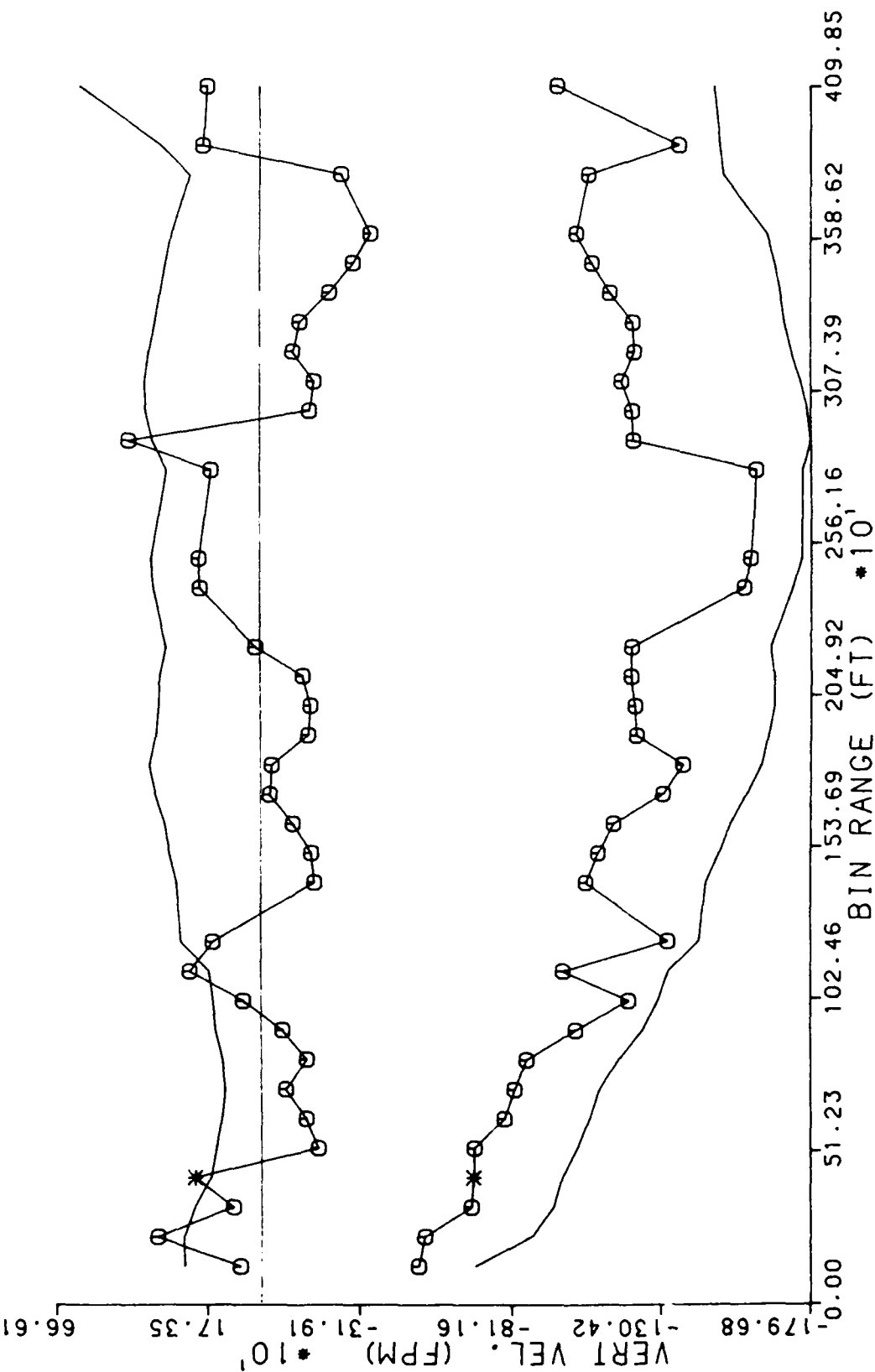
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)

O INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 7 DEGREE STRAIGHT IN APPROACHES

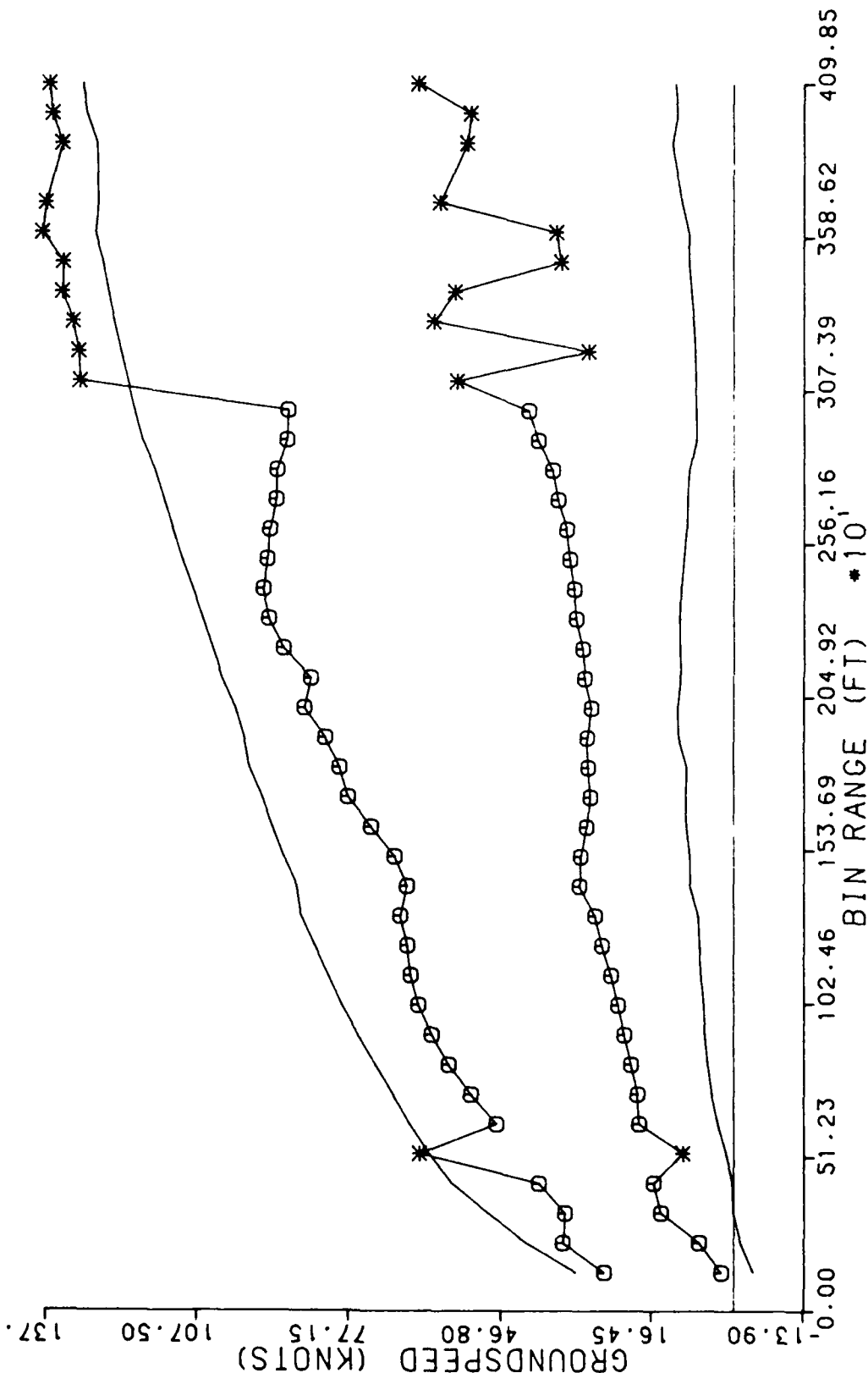
GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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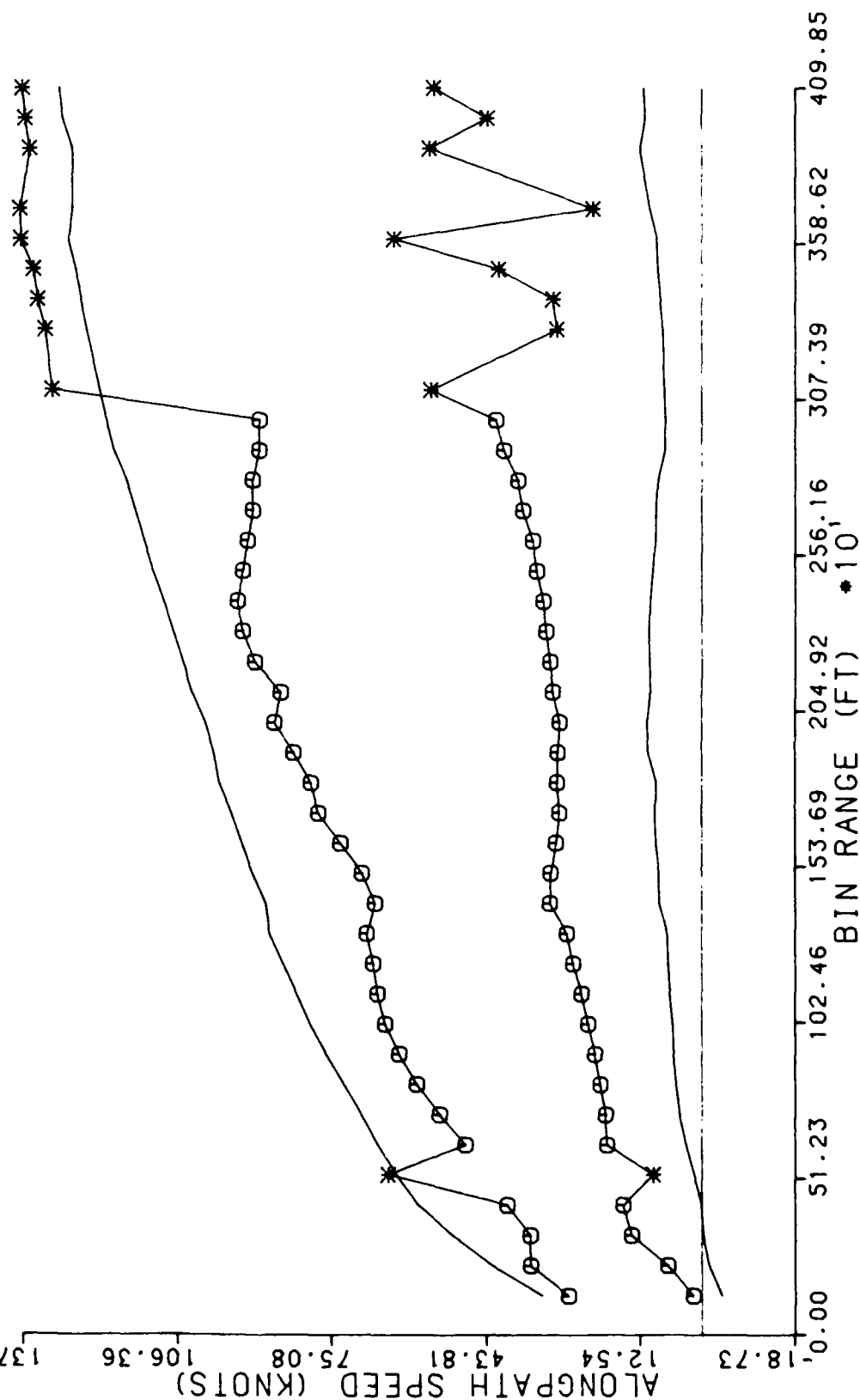
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE STRAIGHT IN APPROACHES

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08405

ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

— INDICATES NORMAL DISTRIBUTION ENVELOPE



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

7 DEGREE STRAIGHT IN APPROACHES

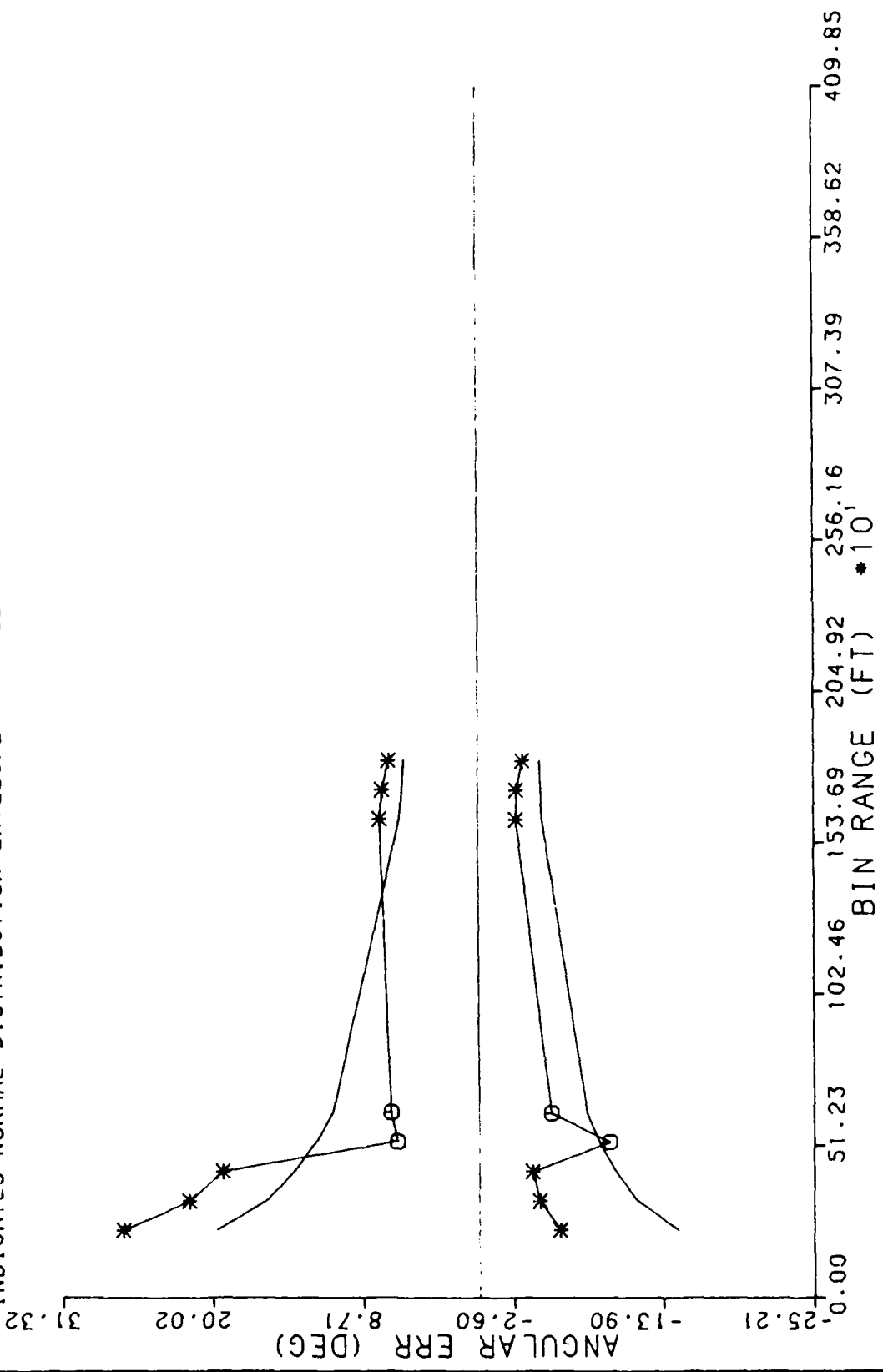
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)

O INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE STRAIGHT IN APPROACHES

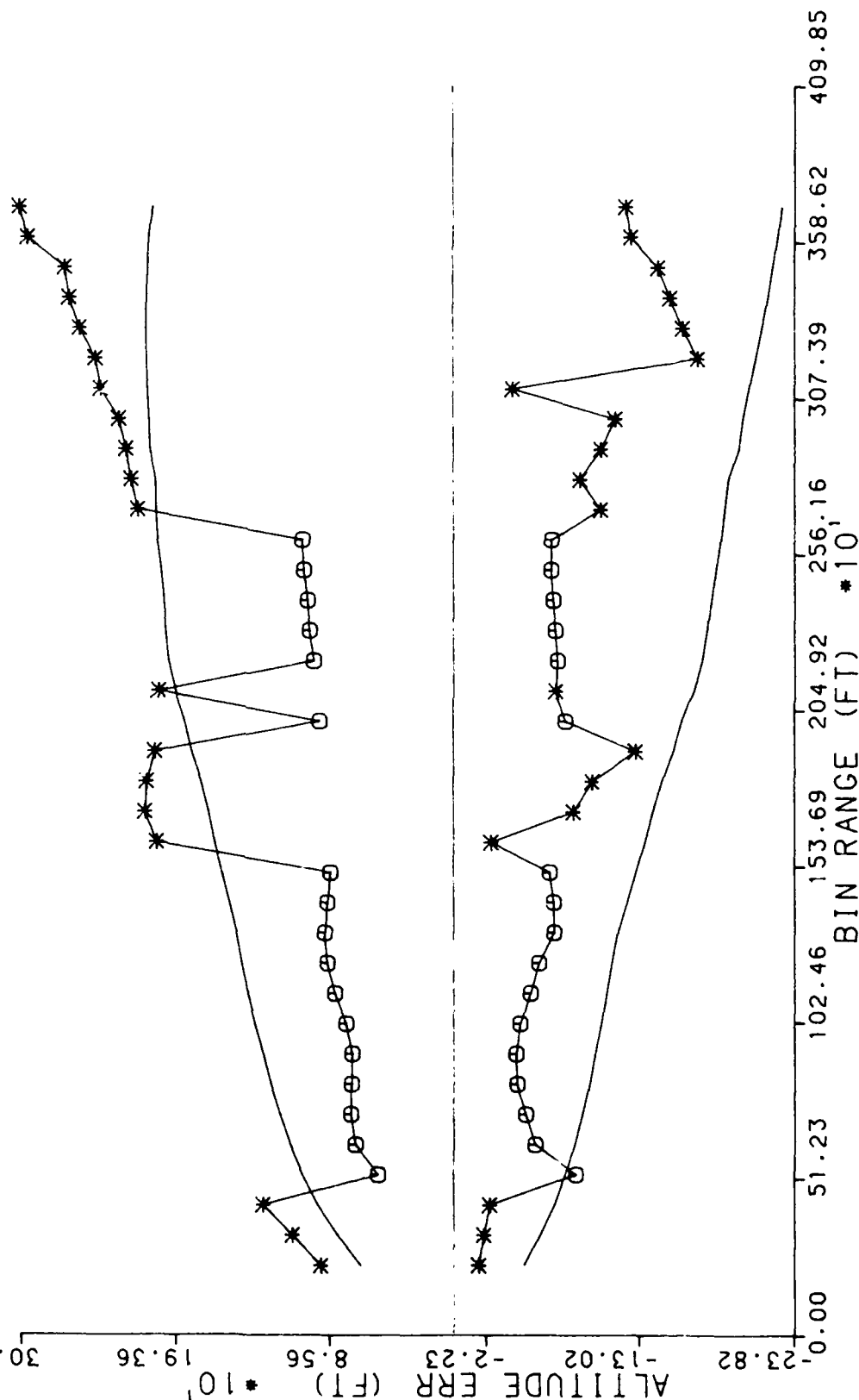
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 7 DEGREE STRAIGHT IN APPROACHES

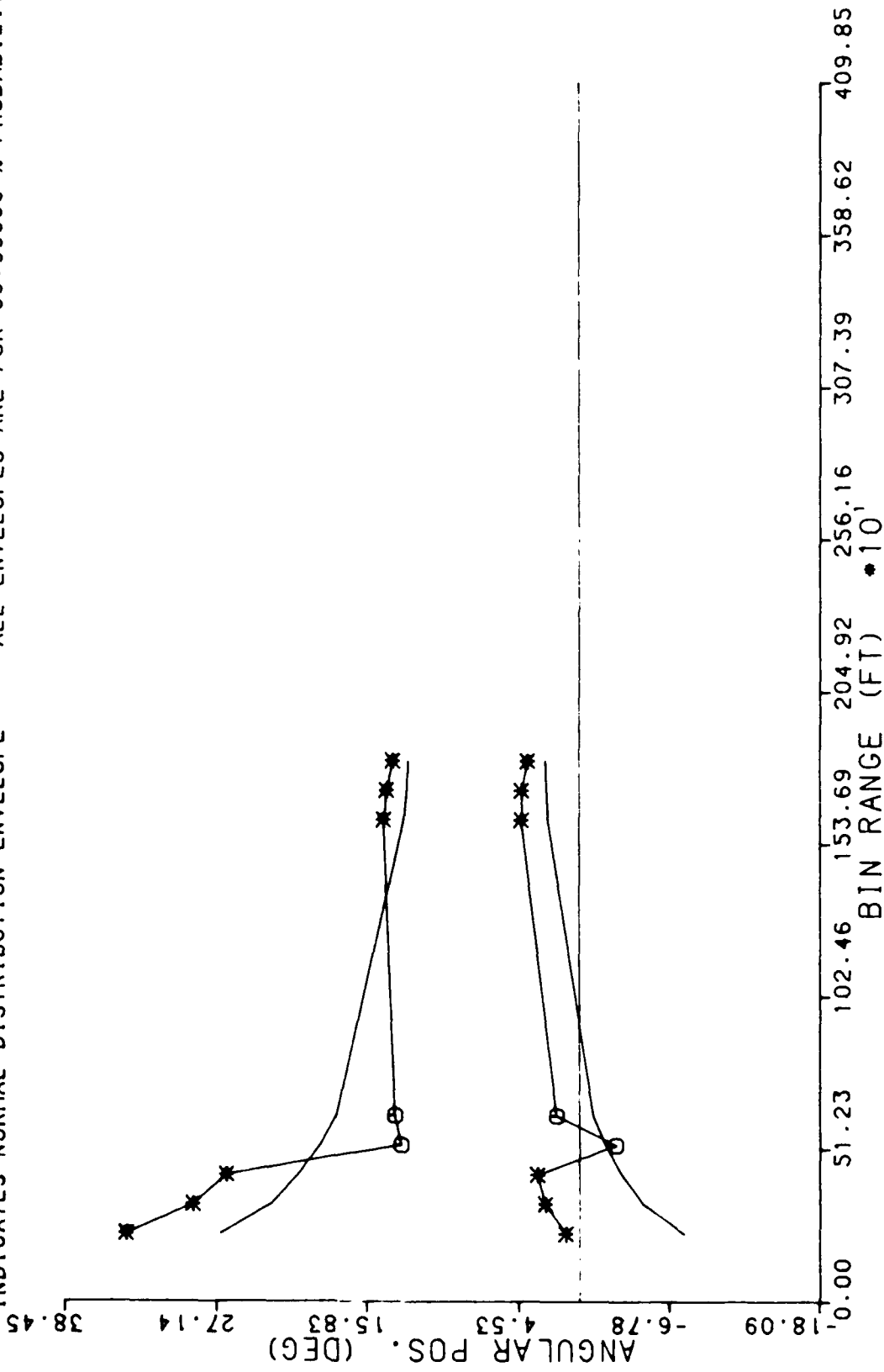
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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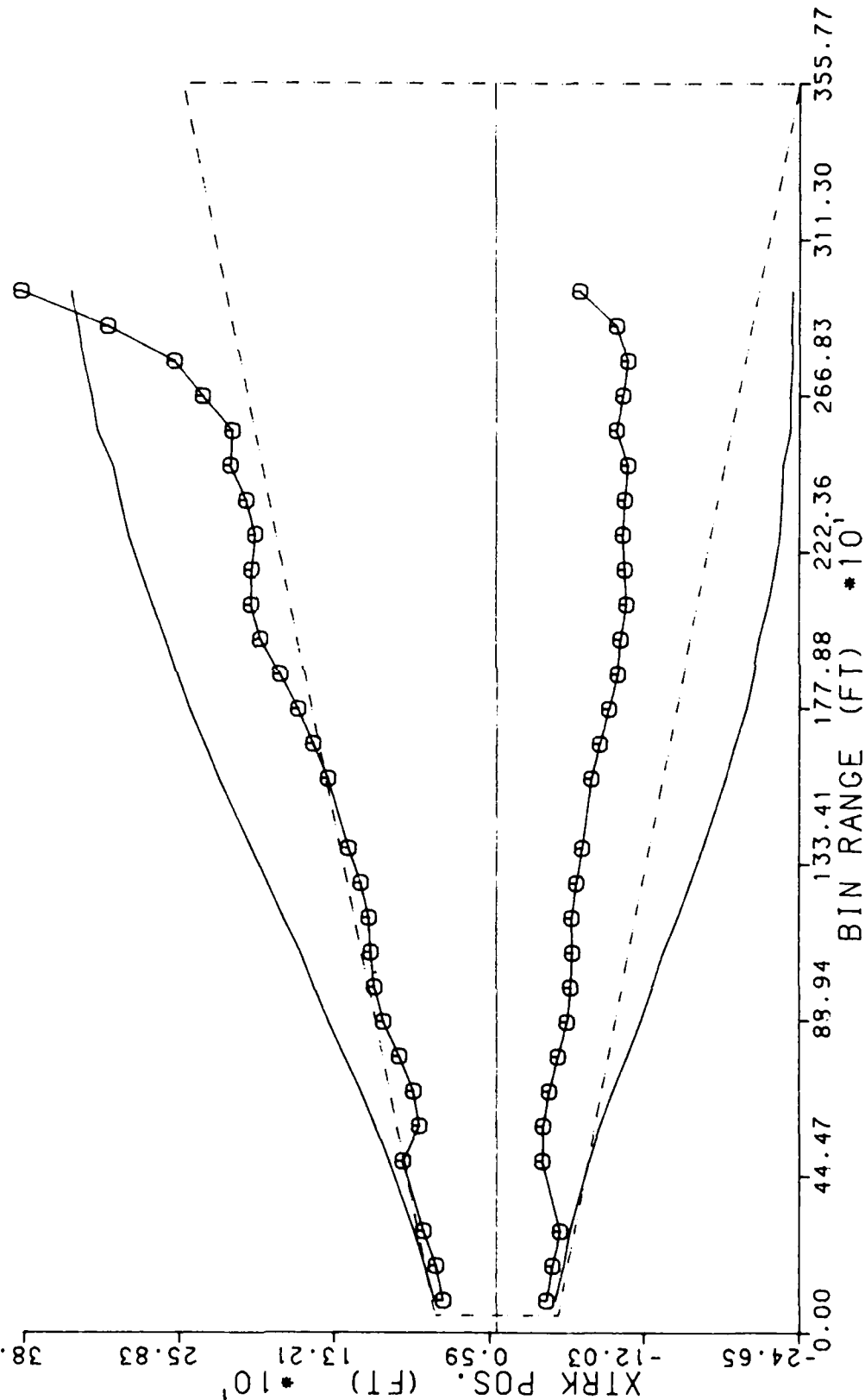
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
8 DEGREE STRAIGHT IN APPROACHES

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- -- INDICATES FAA APPROACH SURFACE  
O INDICATES BETA DISTRIBUTION RANGE LIMIT \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
-- INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

8 DEGREE STRAIGHT IN APPROACHES

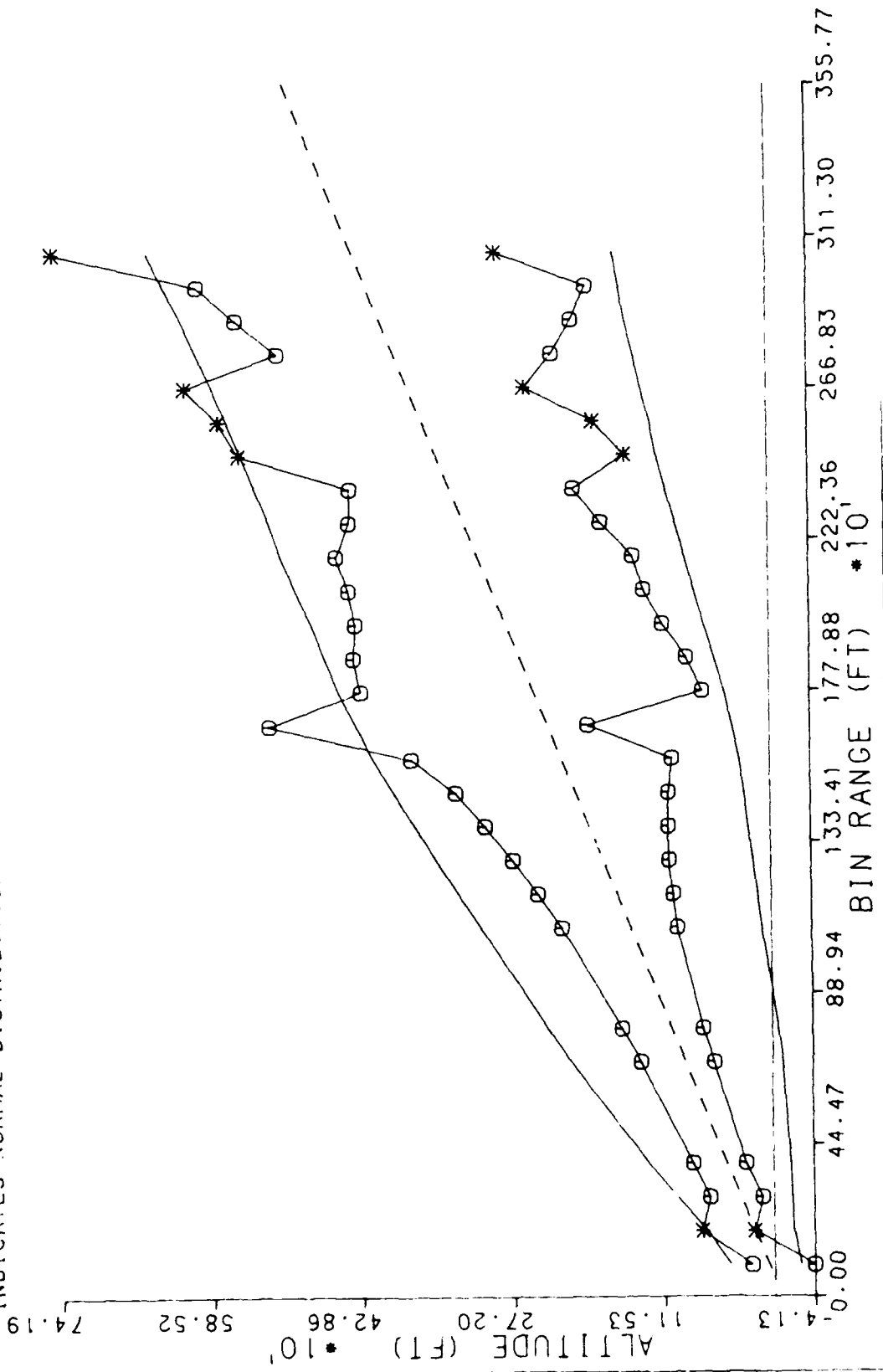
ALTITUDE (FT) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

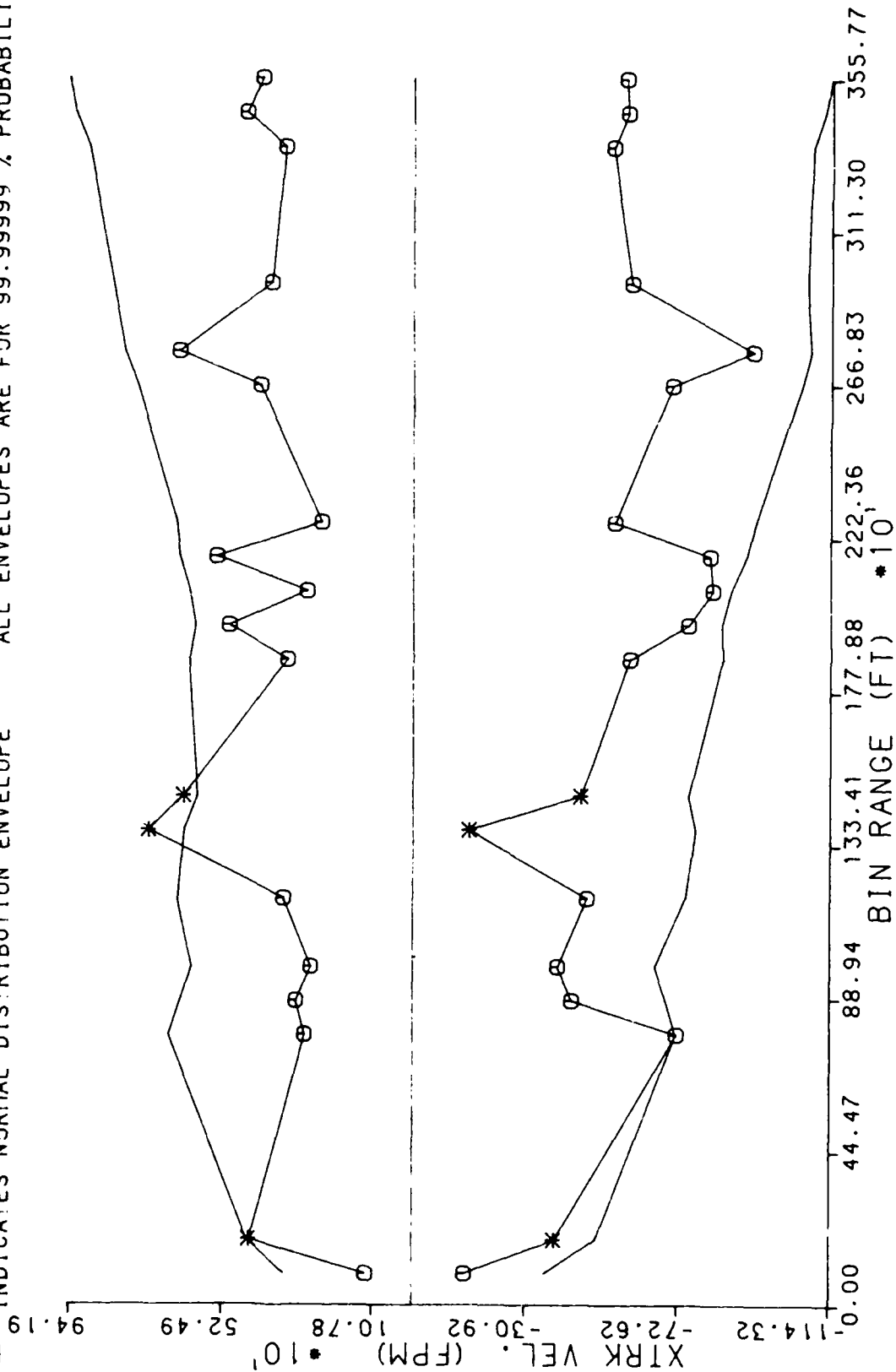
DATA PROCESSED BY FAA TECHNICAL CENTER  
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\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 8 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE  
 \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 8 DEGREE STRAIGHT IN APPROACHES

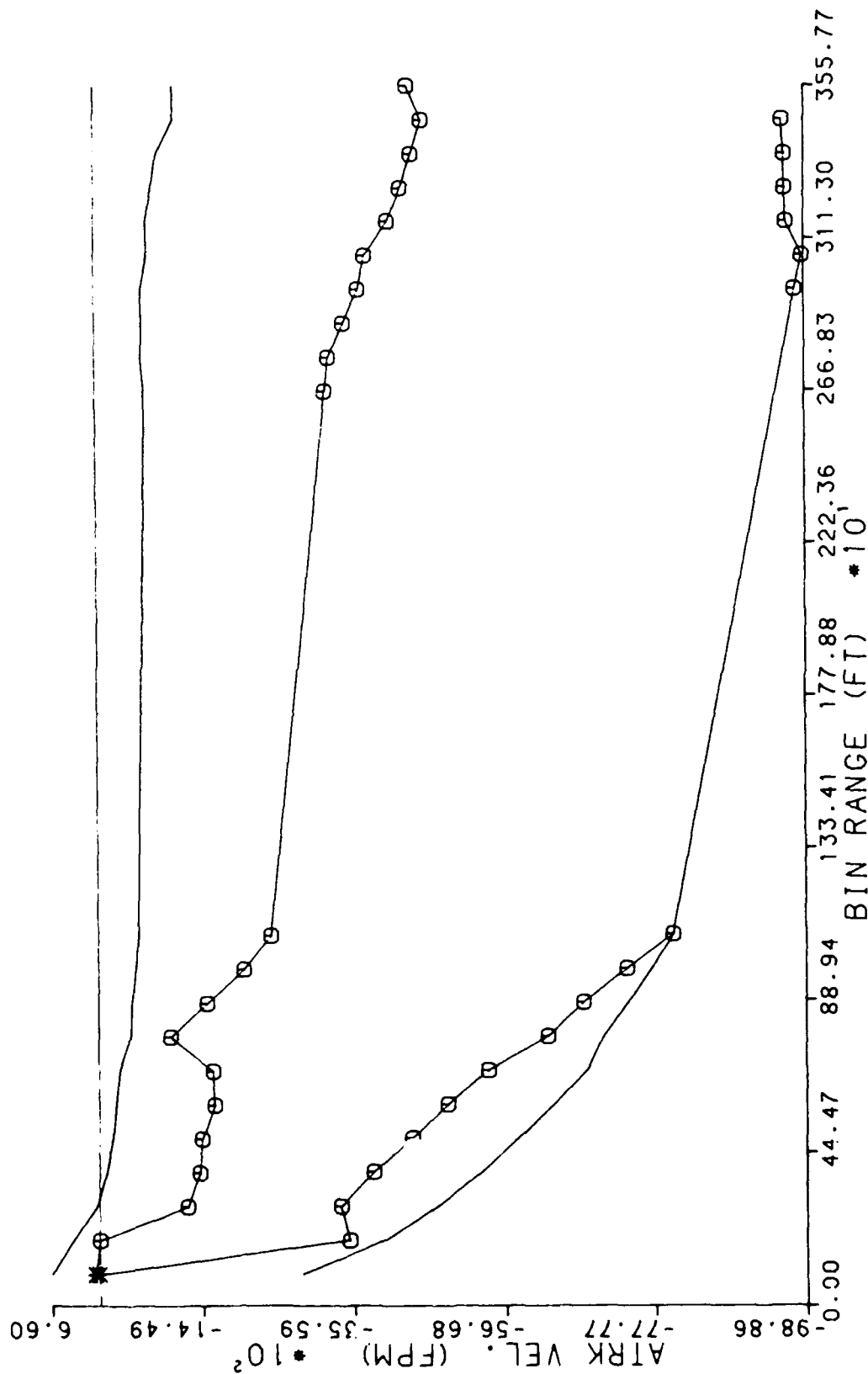
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

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ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



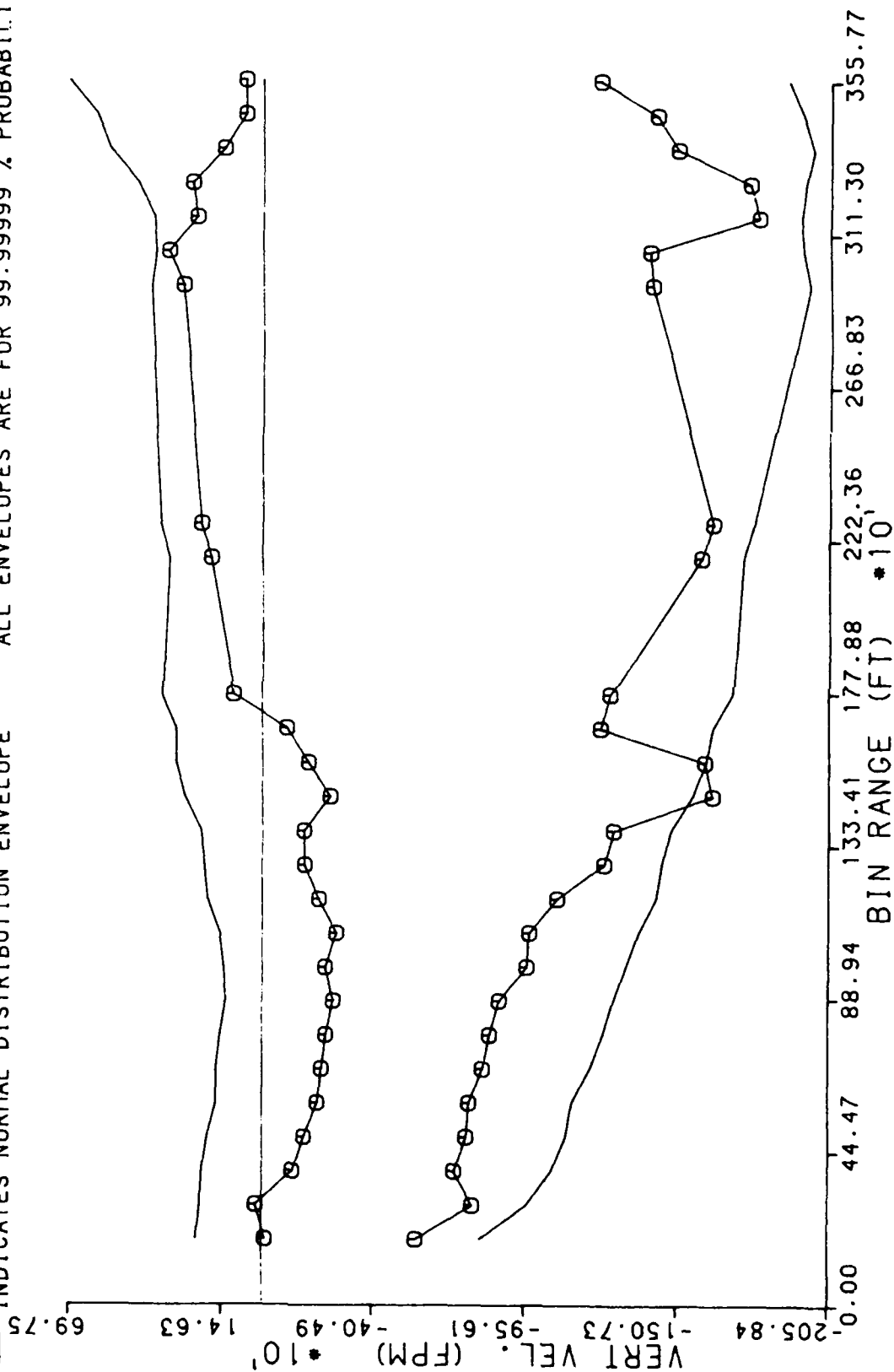
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
8 DEGREE STRAIGHT IN APPROACHES

VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT

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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

8 DEGREE STRAIGHT IN APPROACHES

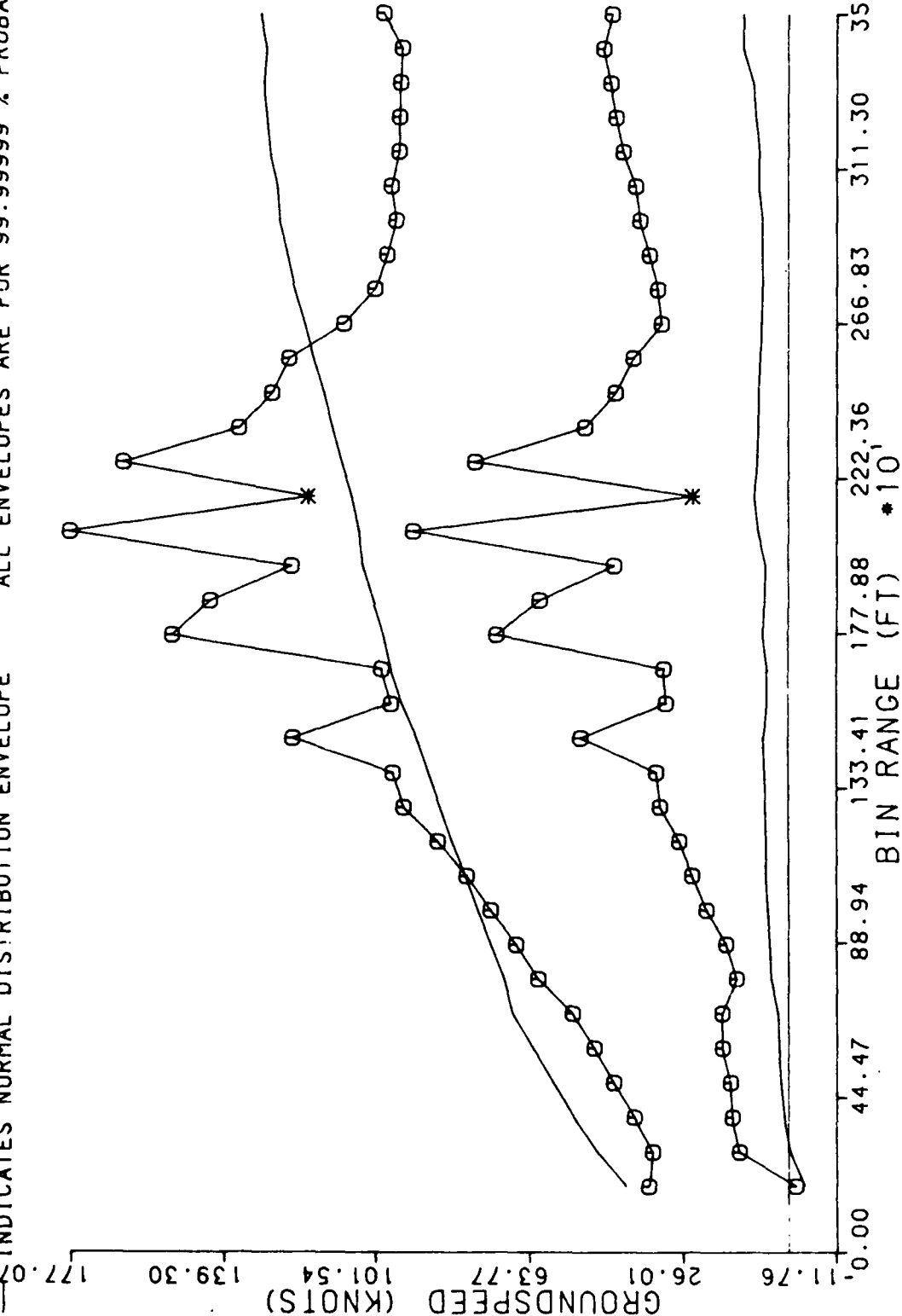
GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
8 DEGREE STRAIGHT IN APPROACHES

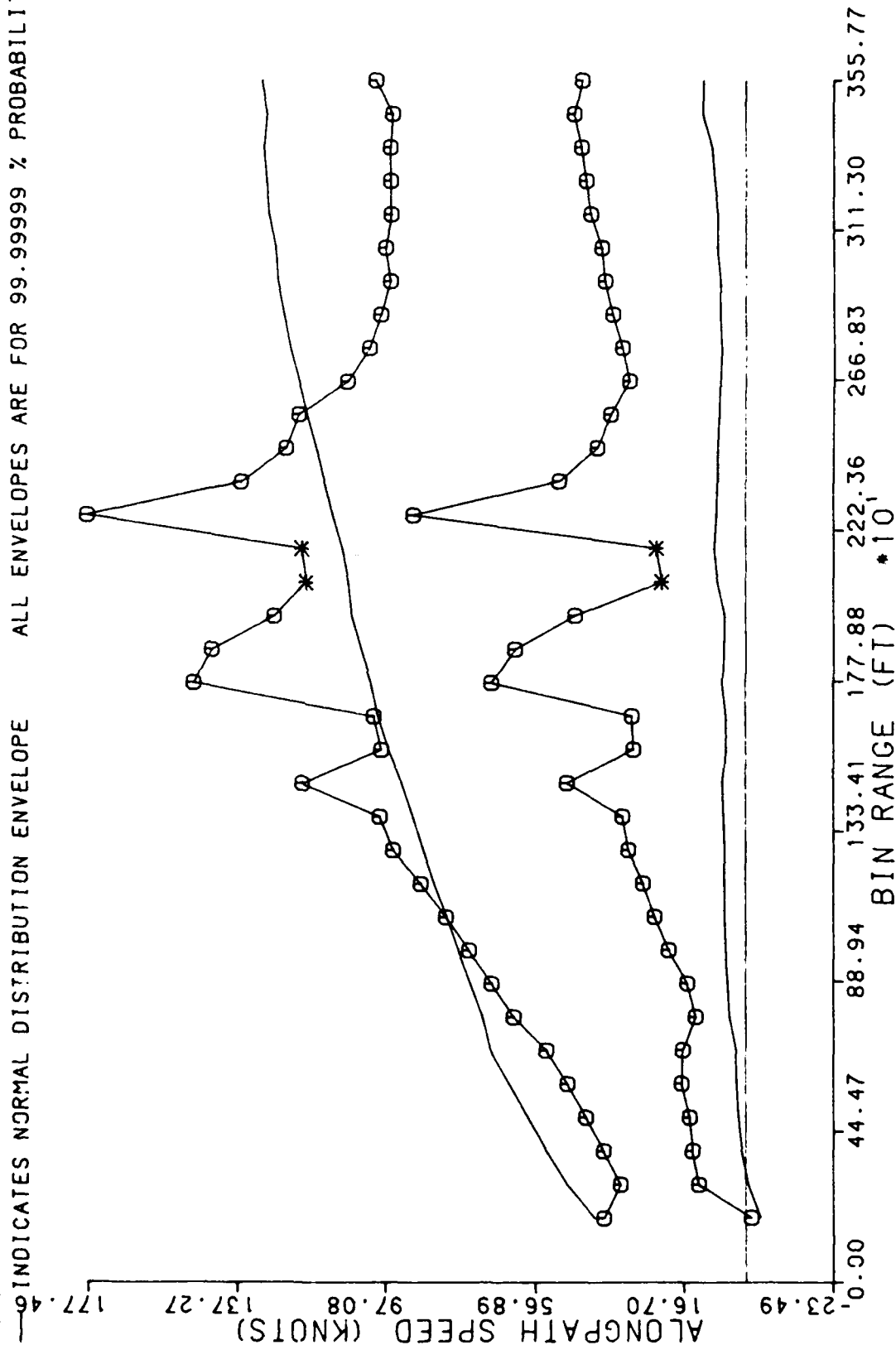
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)

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INDICATES NORMAL DISTRIBUTION ENVELOPE

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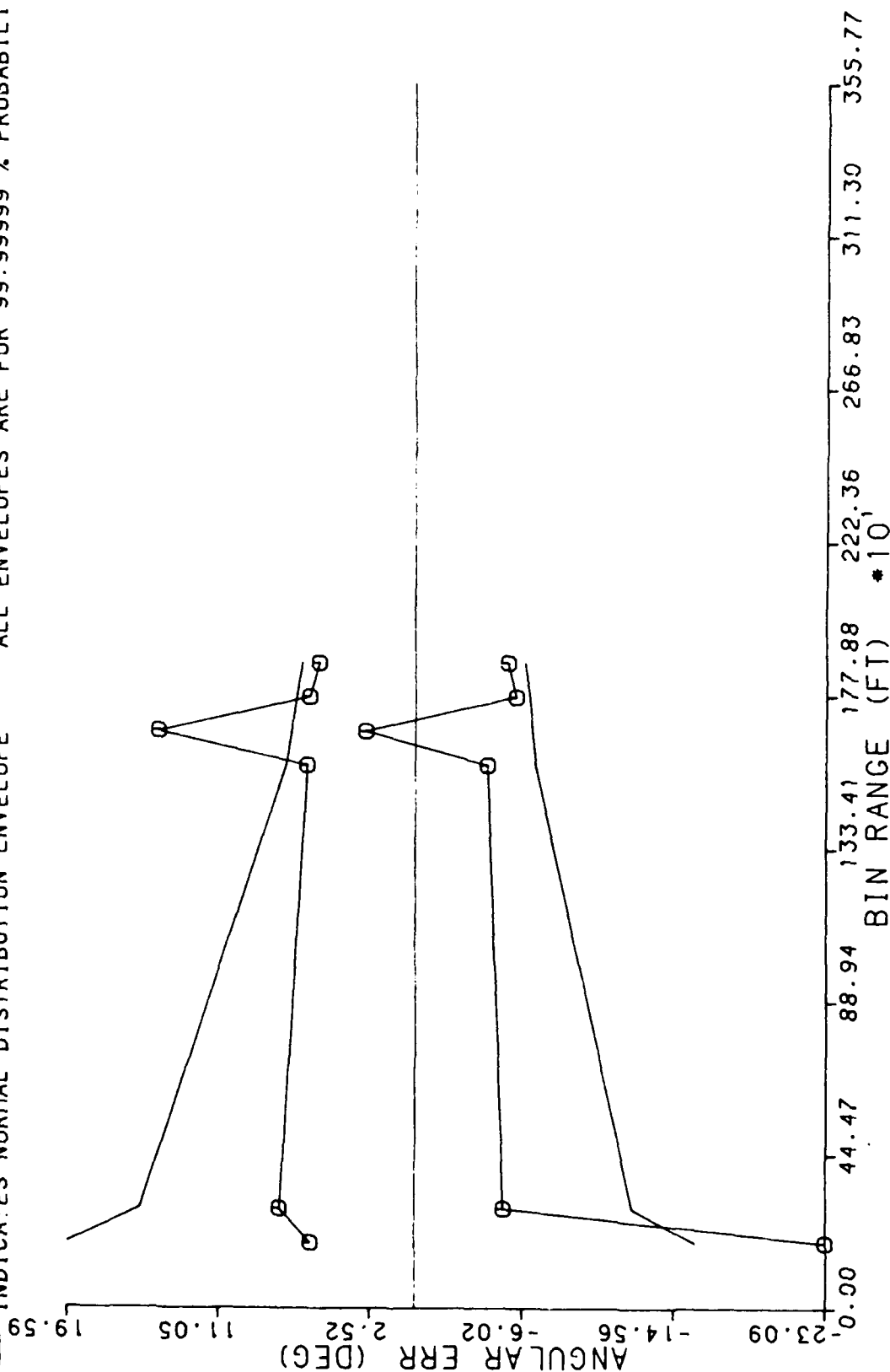
# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 8 DEGREE STRAIGHT IN APPROACHES

ANGULAR ERROR (DEG) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT  
INDICATES NORMAL DISTRIBUTION ENVELOPE

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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
8 DEGREE STRAIGHT IN APPROACHES

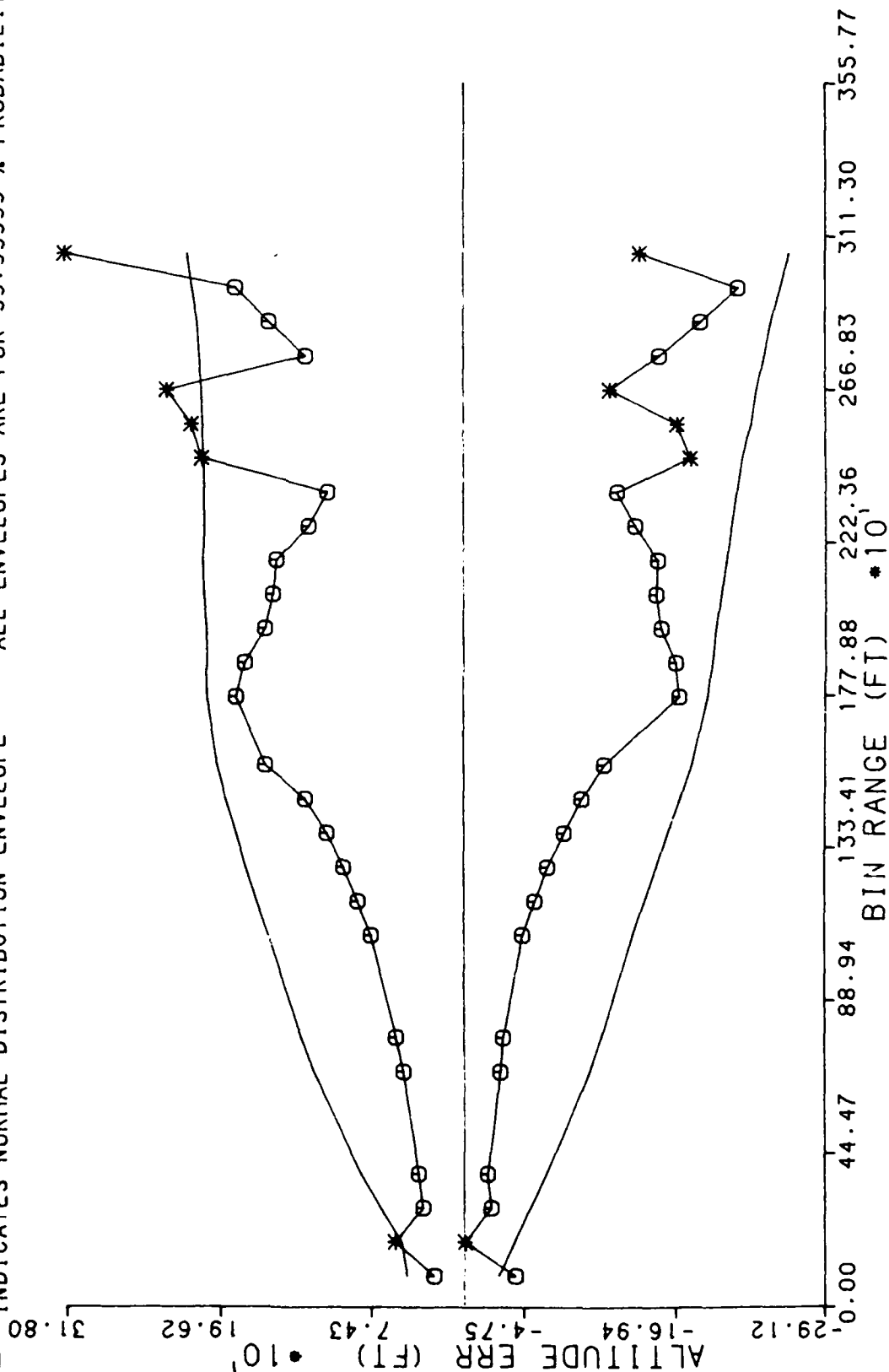
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
8 DEGREE STRAIGHT IN APPROACHES

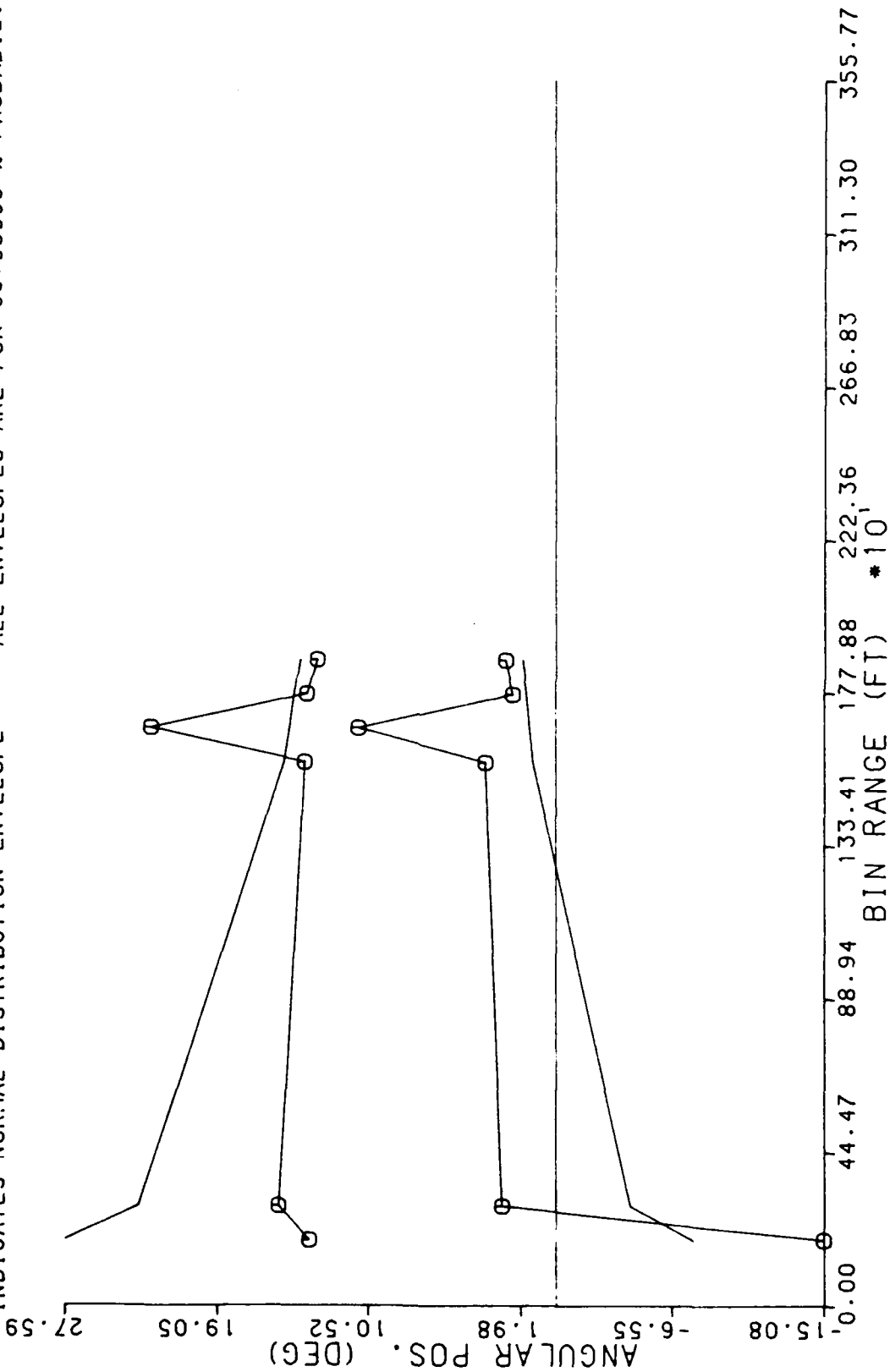
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

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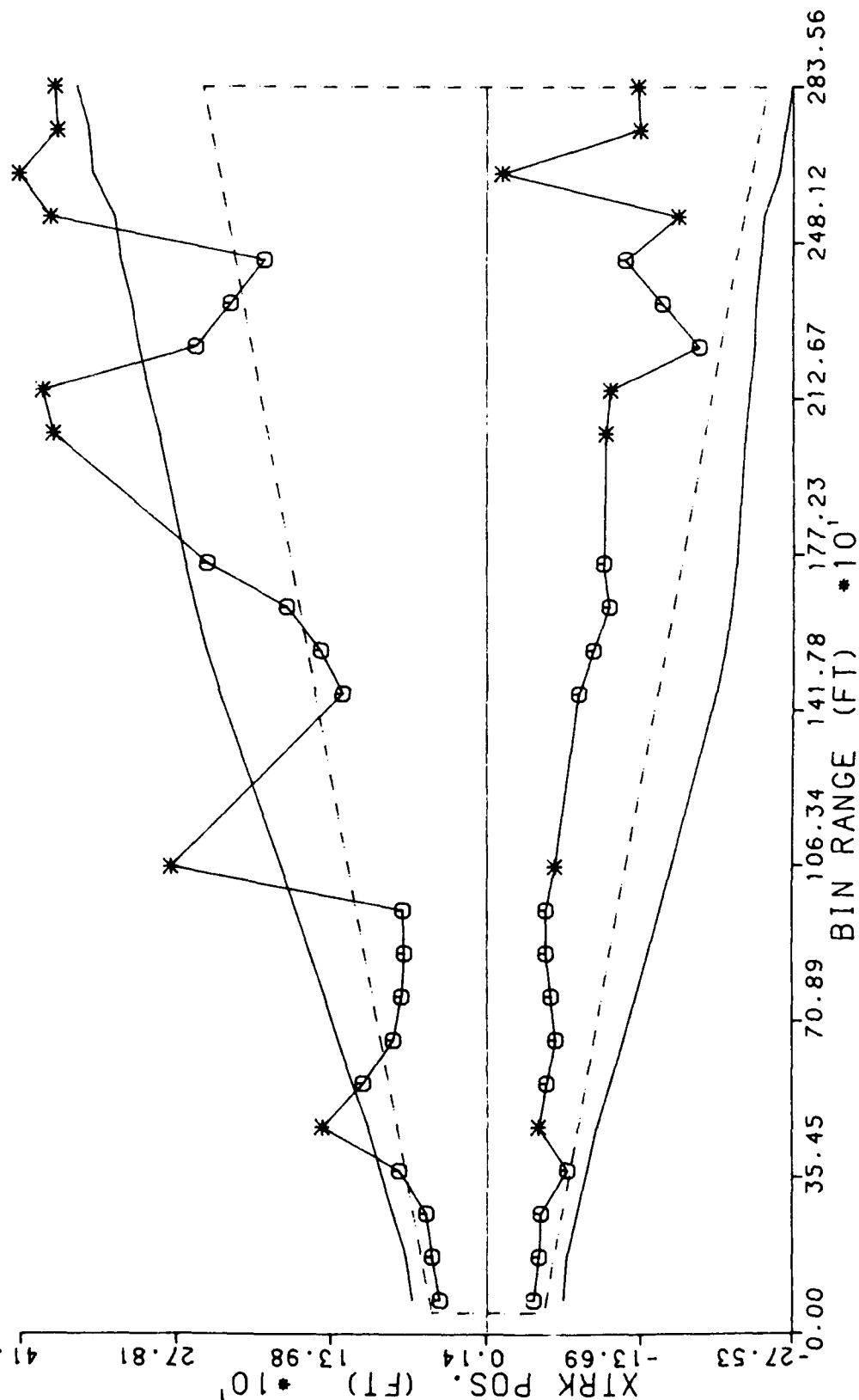
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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 10 DEGREE STRAIGHT IN APPROACHES  
 CROSSRACK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT \*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 --- INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

10 DEGREE STRAIGHT IN APPROACHES

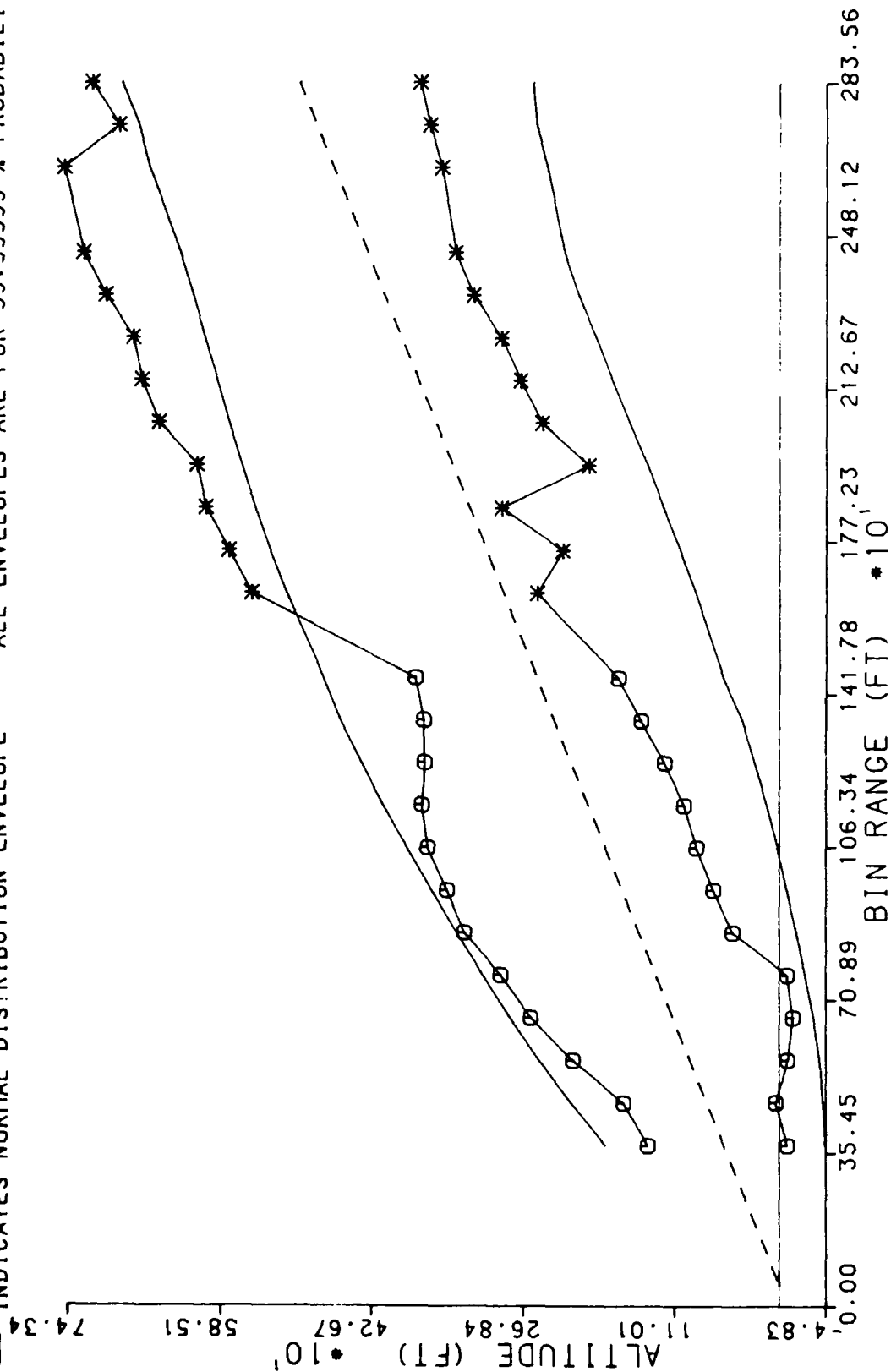
ALTITUDE (FT) VS. BIN RANGE (FT)

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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 10 DEGREE STRAIGHT IN APPROACHES

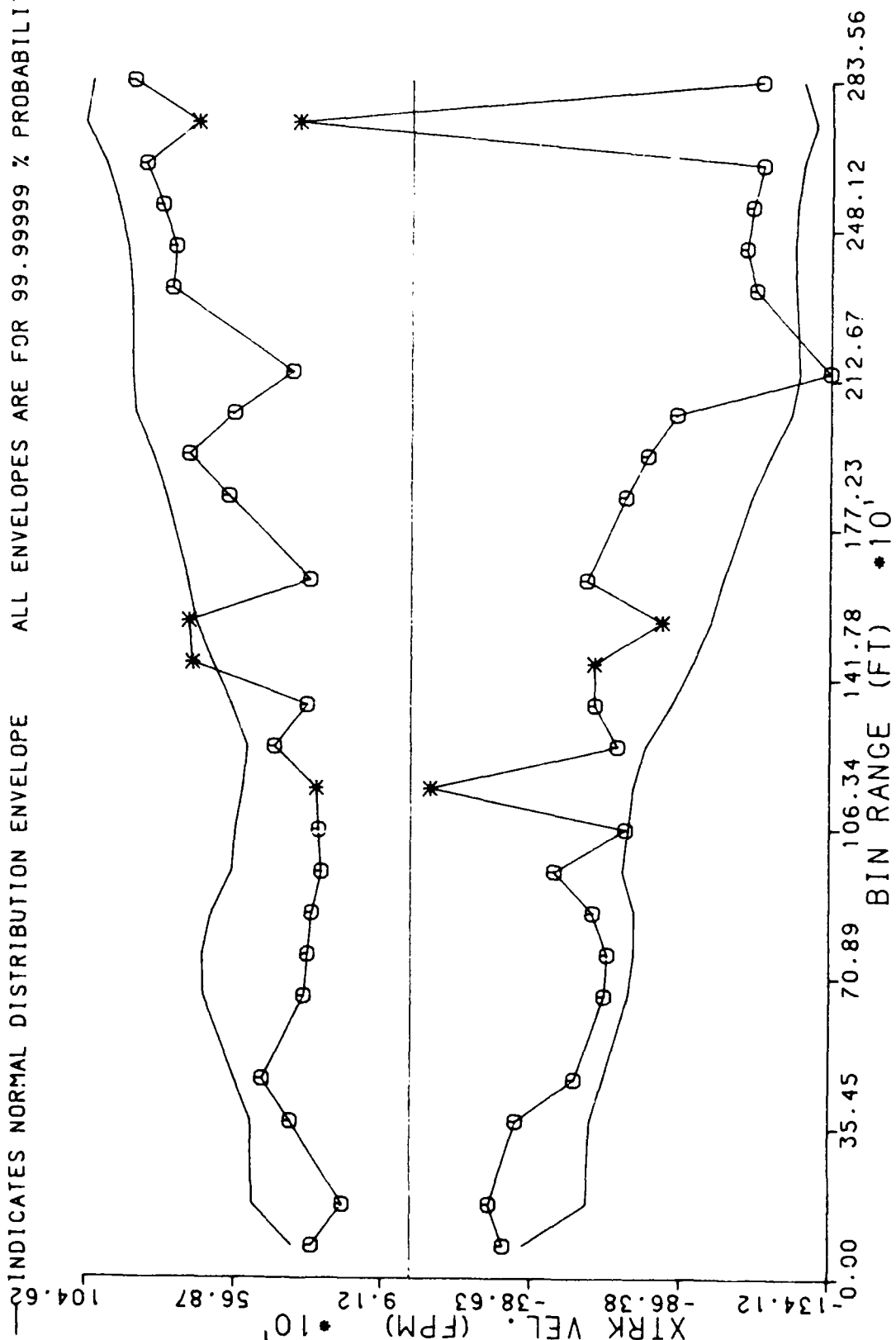
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)

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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

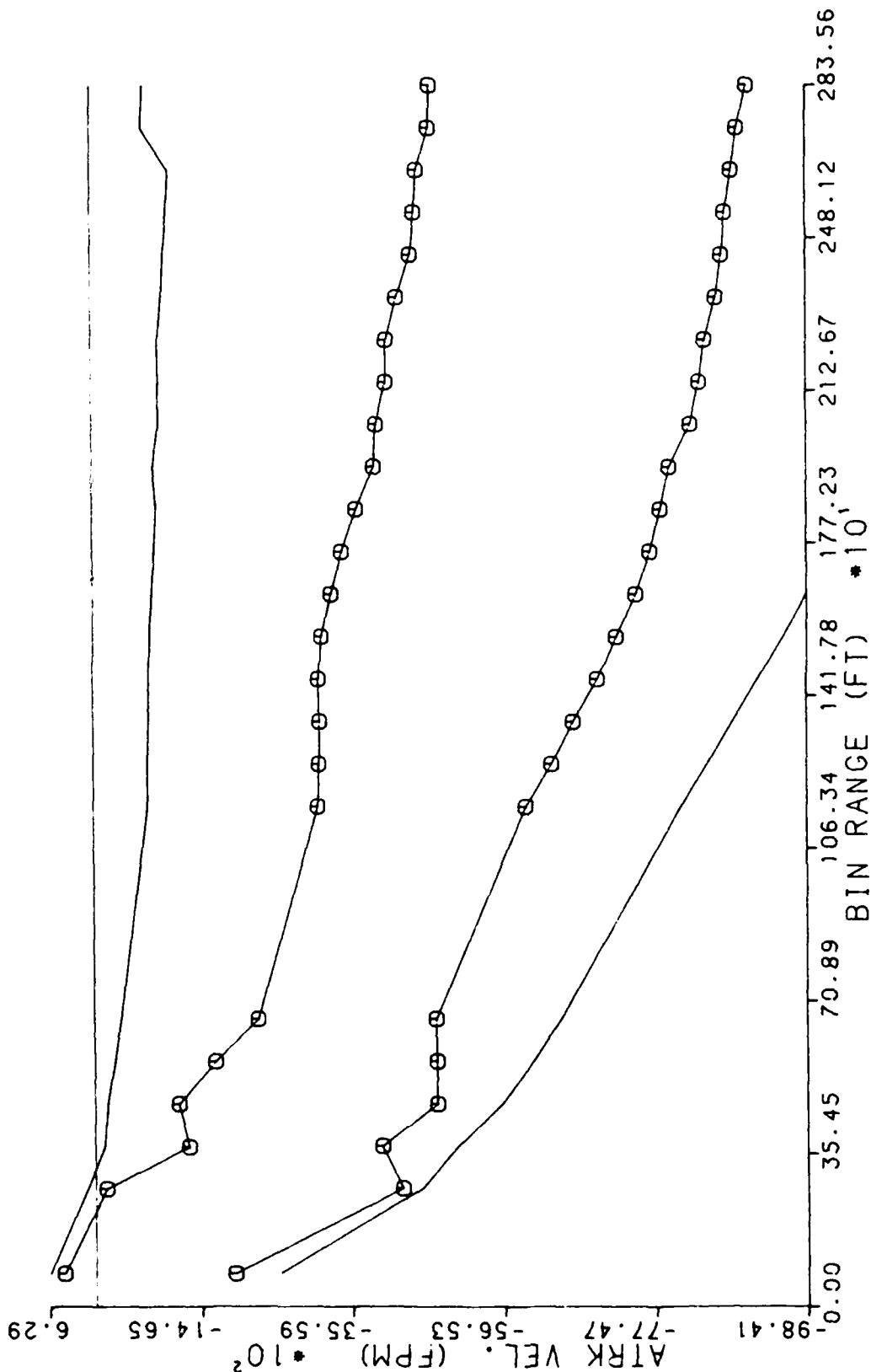
10 DEGREE STRAIGHT IN APPROACHES

ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT

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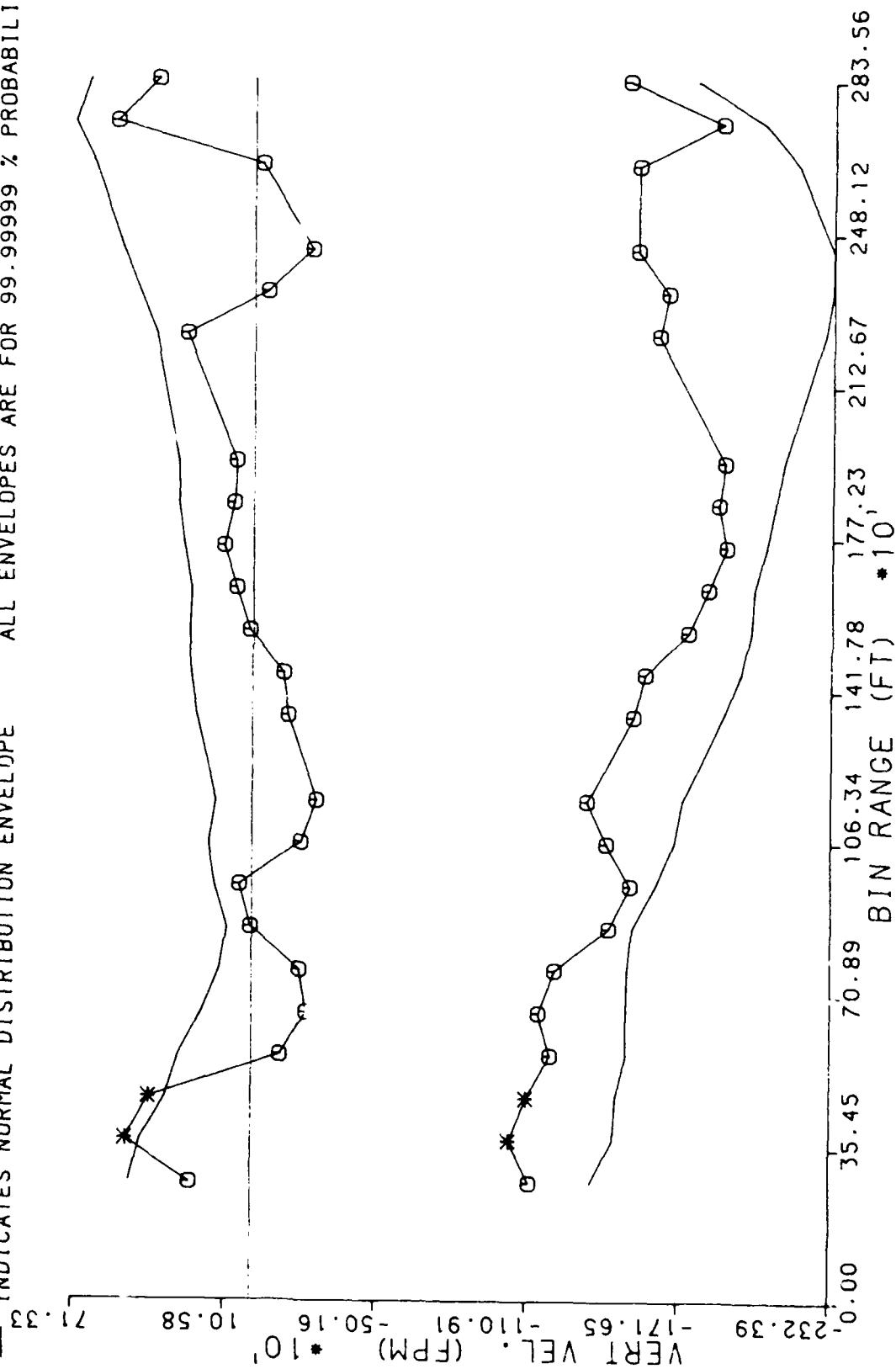


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 10 DEGREE STRAIGHT IN APPROACHES

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VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
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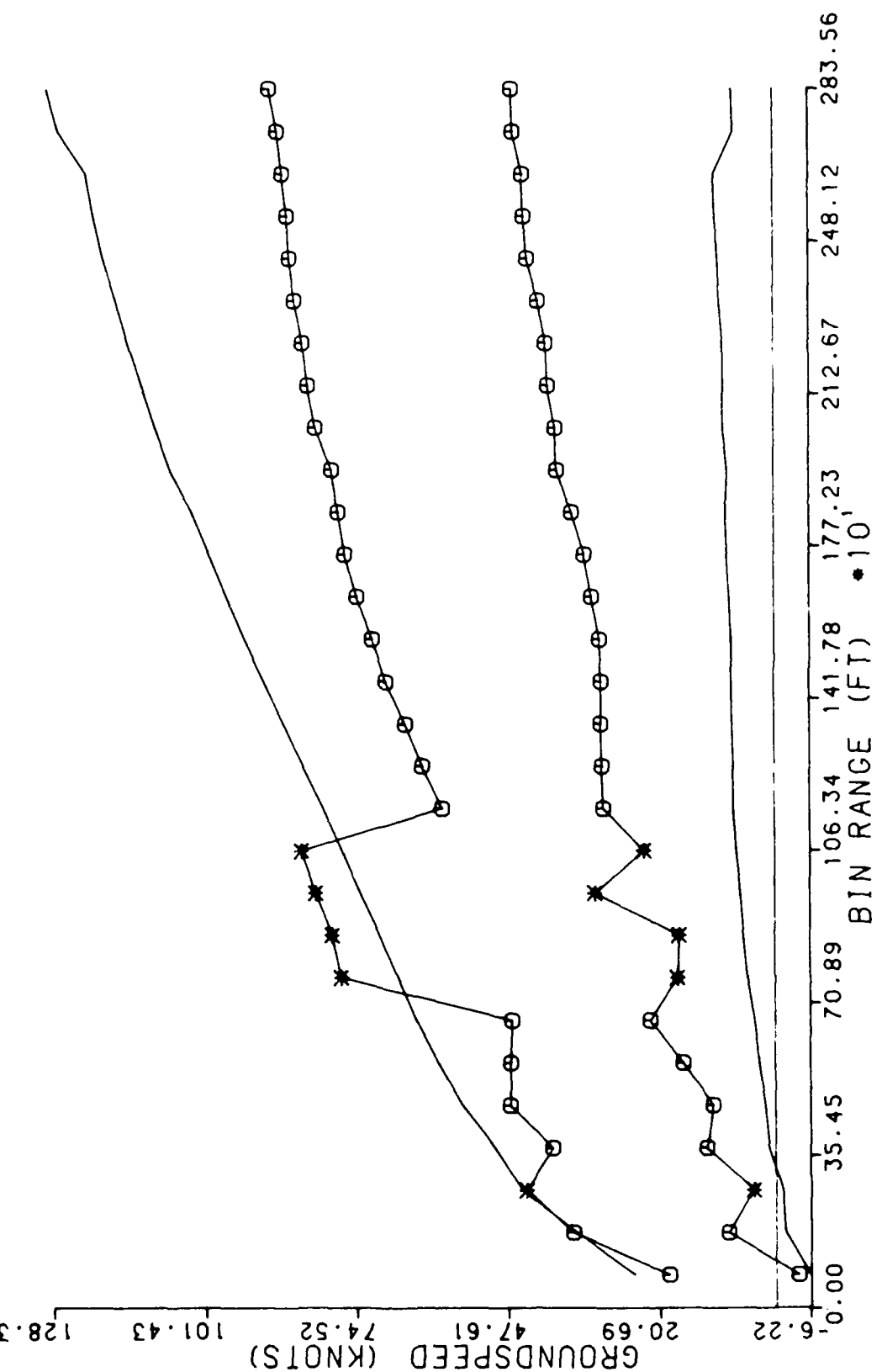


# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

10 DEGREE STRAIGHT IN APPROACHES  
 GROUND SPEED (KNOTS) VS. BIN RANGE (FT)  
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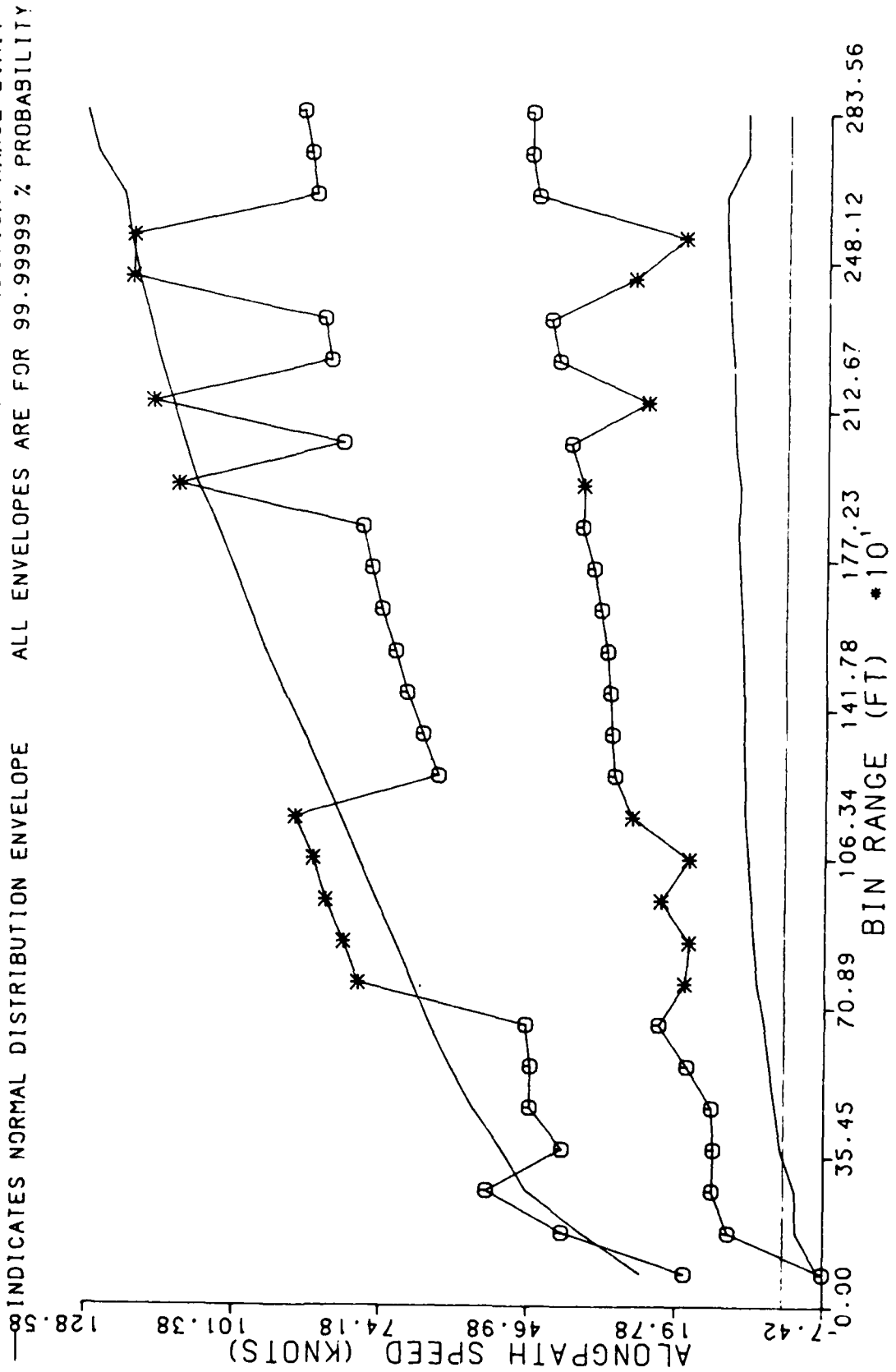


# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 10 DEGREE STRAIGHT IN APPROACHES

ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

10 DEGREE STRAIGHT IN APPROACHES

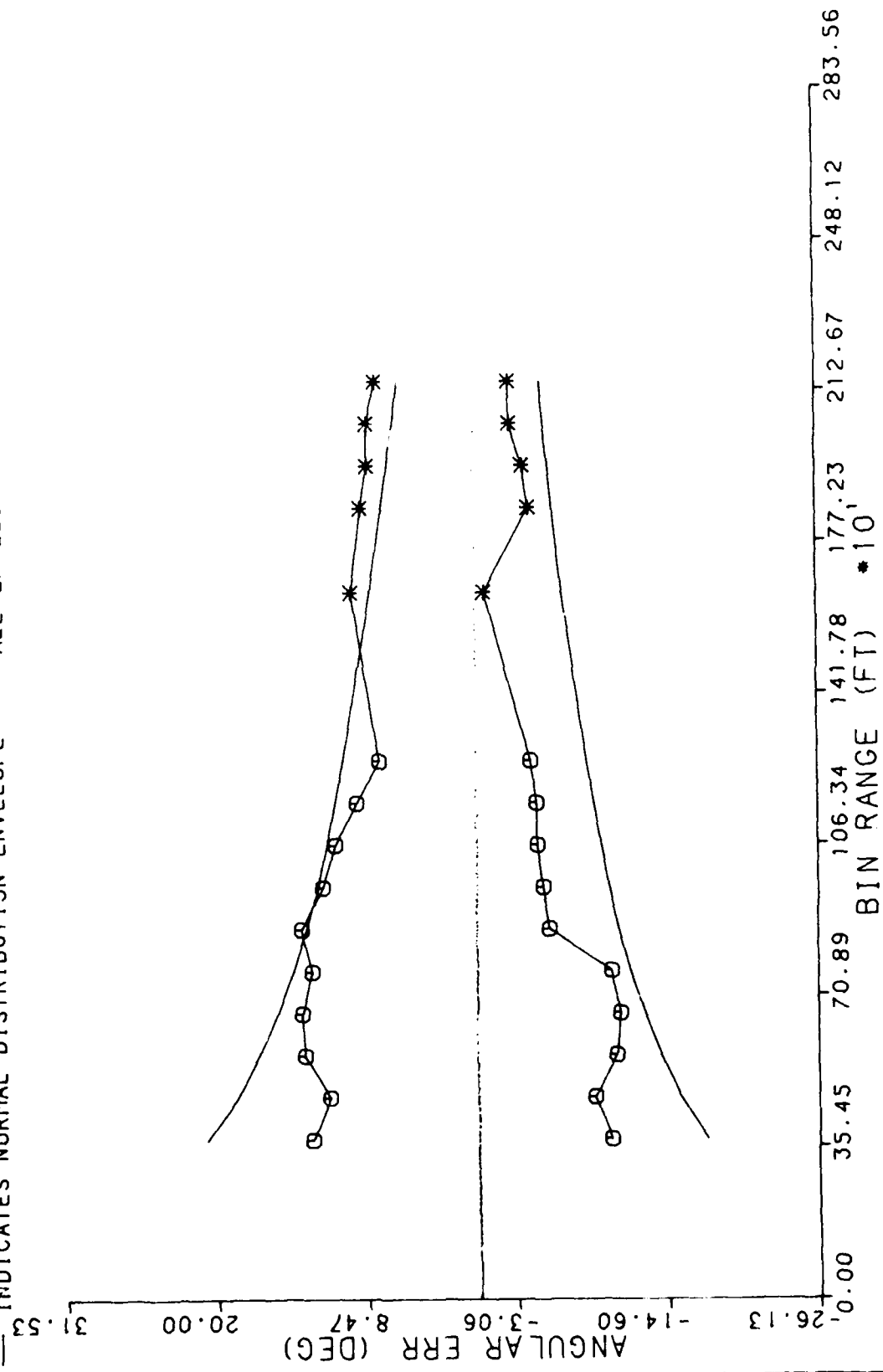
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)

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10 DEGREE STRAIGHT IN APPROACHES

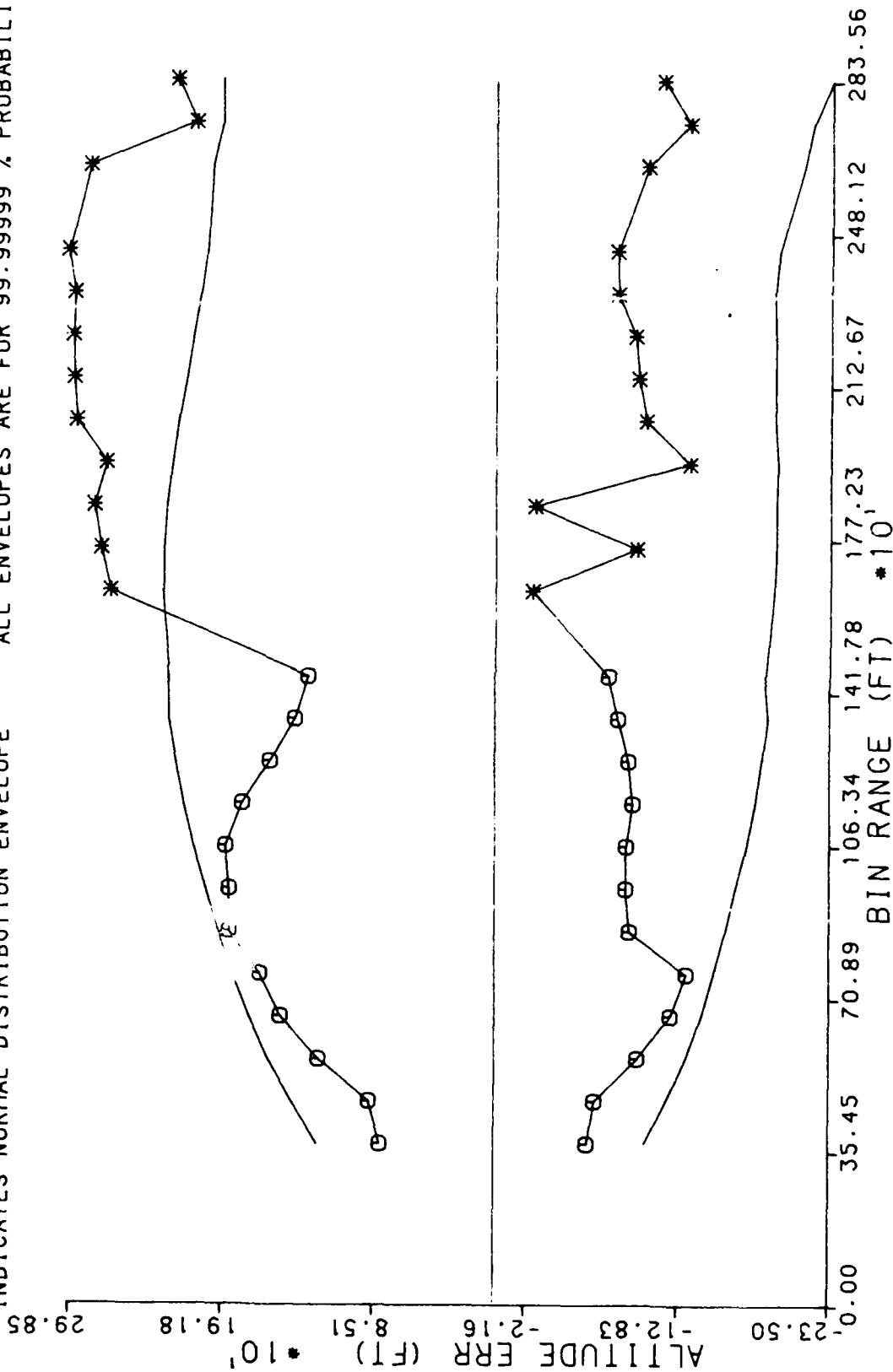
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 10 DEGREE STRAIGHT IN APPROACHES

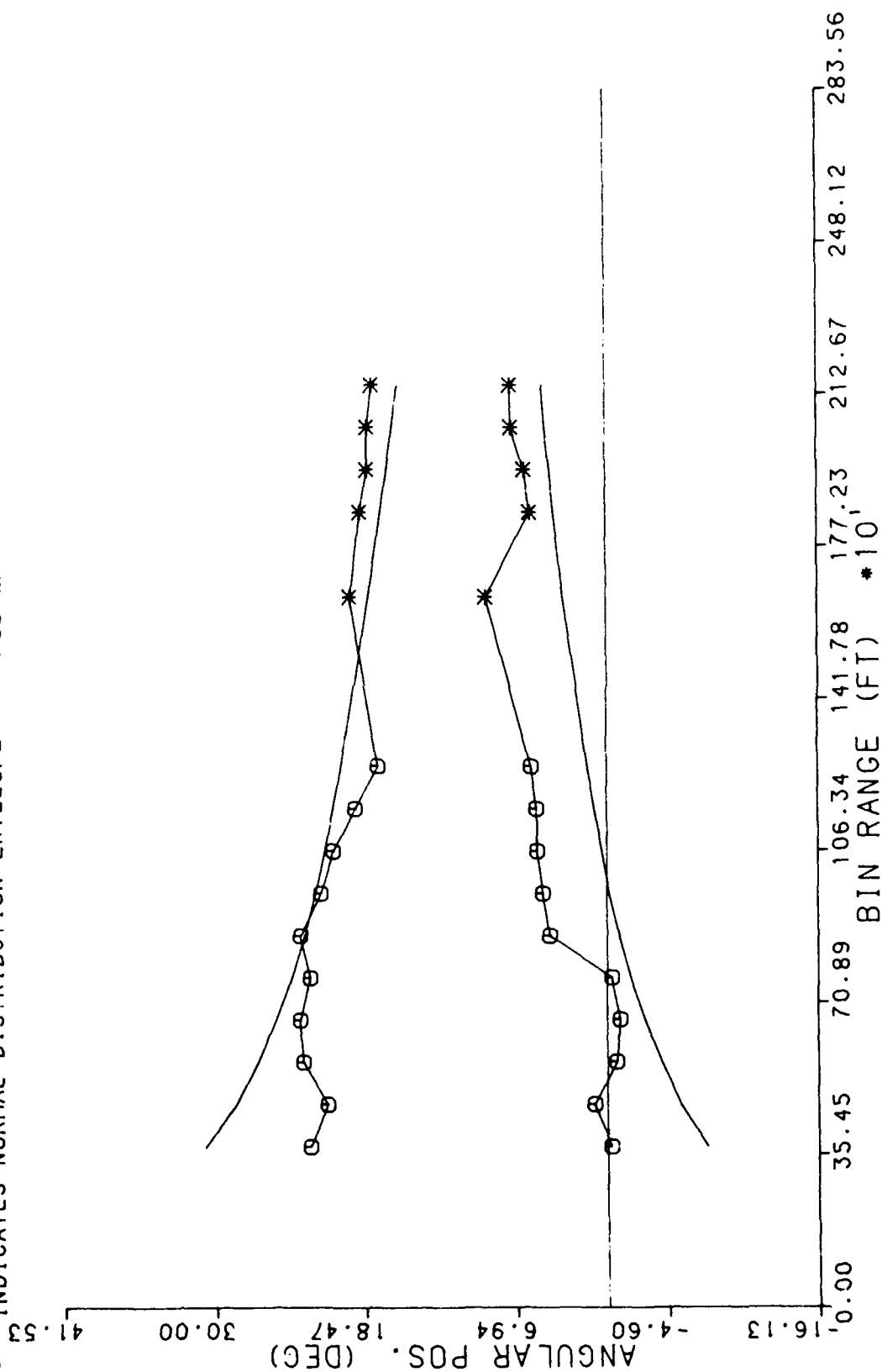
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)

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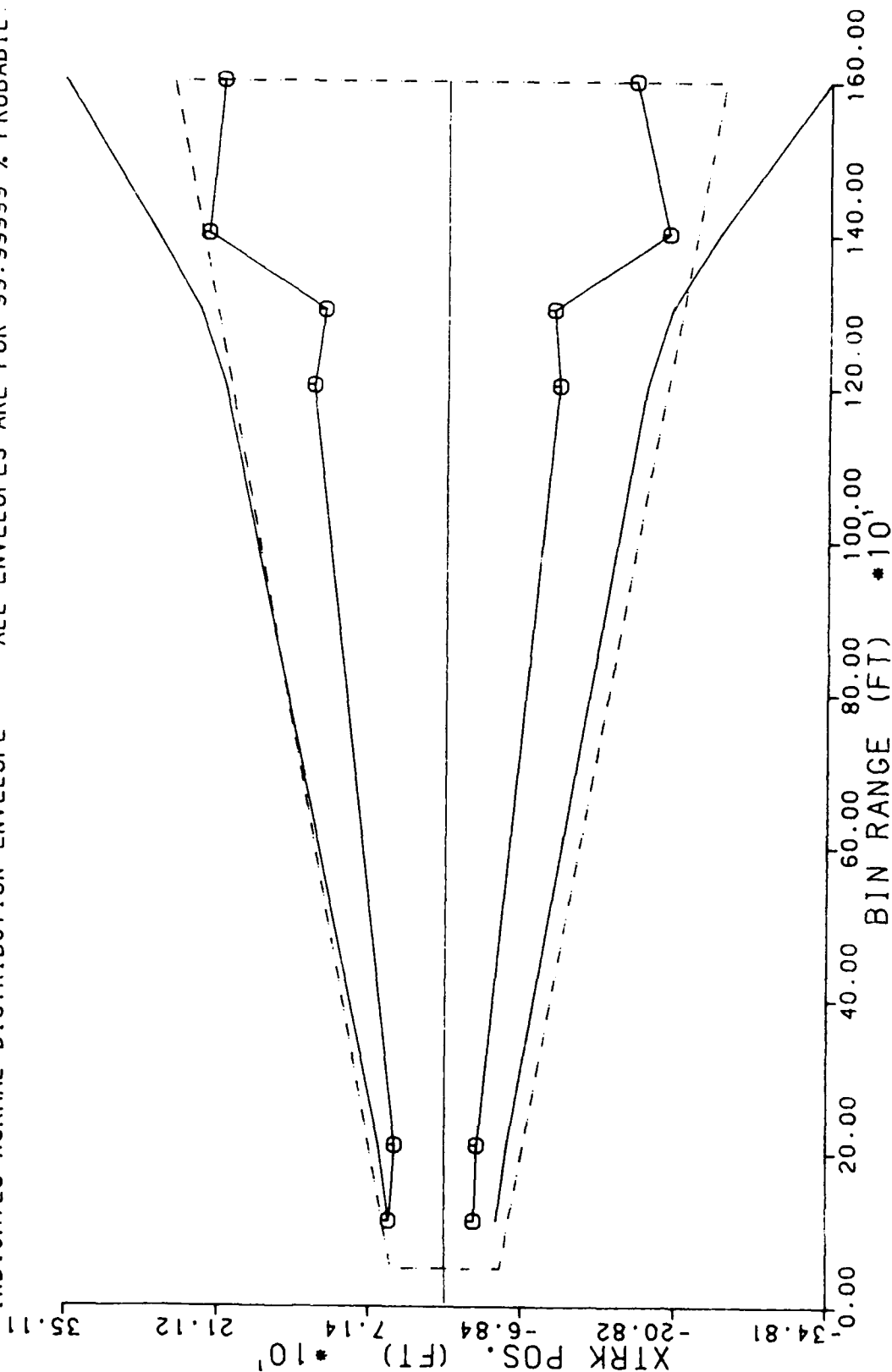
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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE CURVED APPROACHES

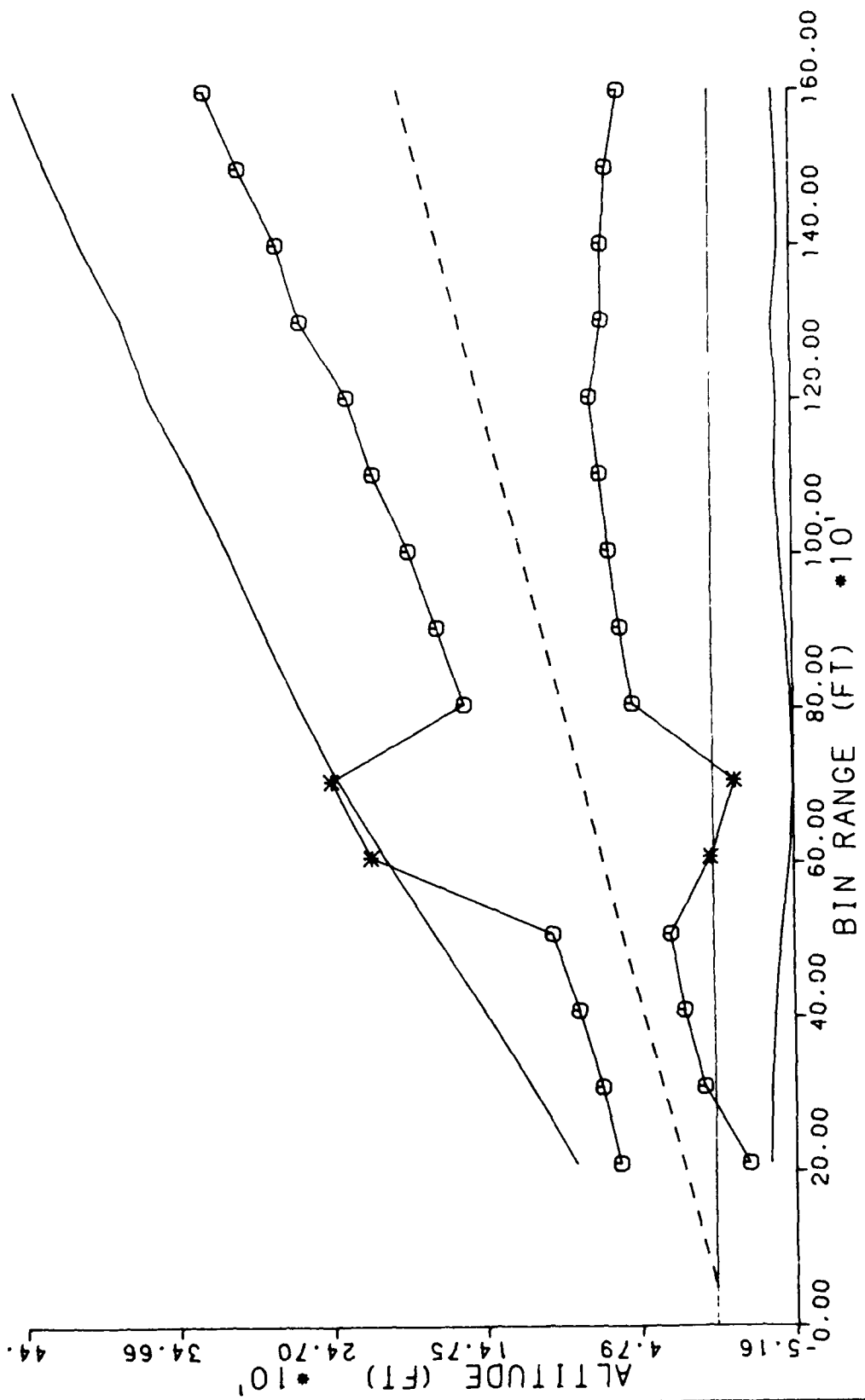
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CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 7 DEGREE CURVED APPROACHES  
 ALTITUDE (FT) VS. BIN RANGE (FT)  
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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE CURVED APPROACHES

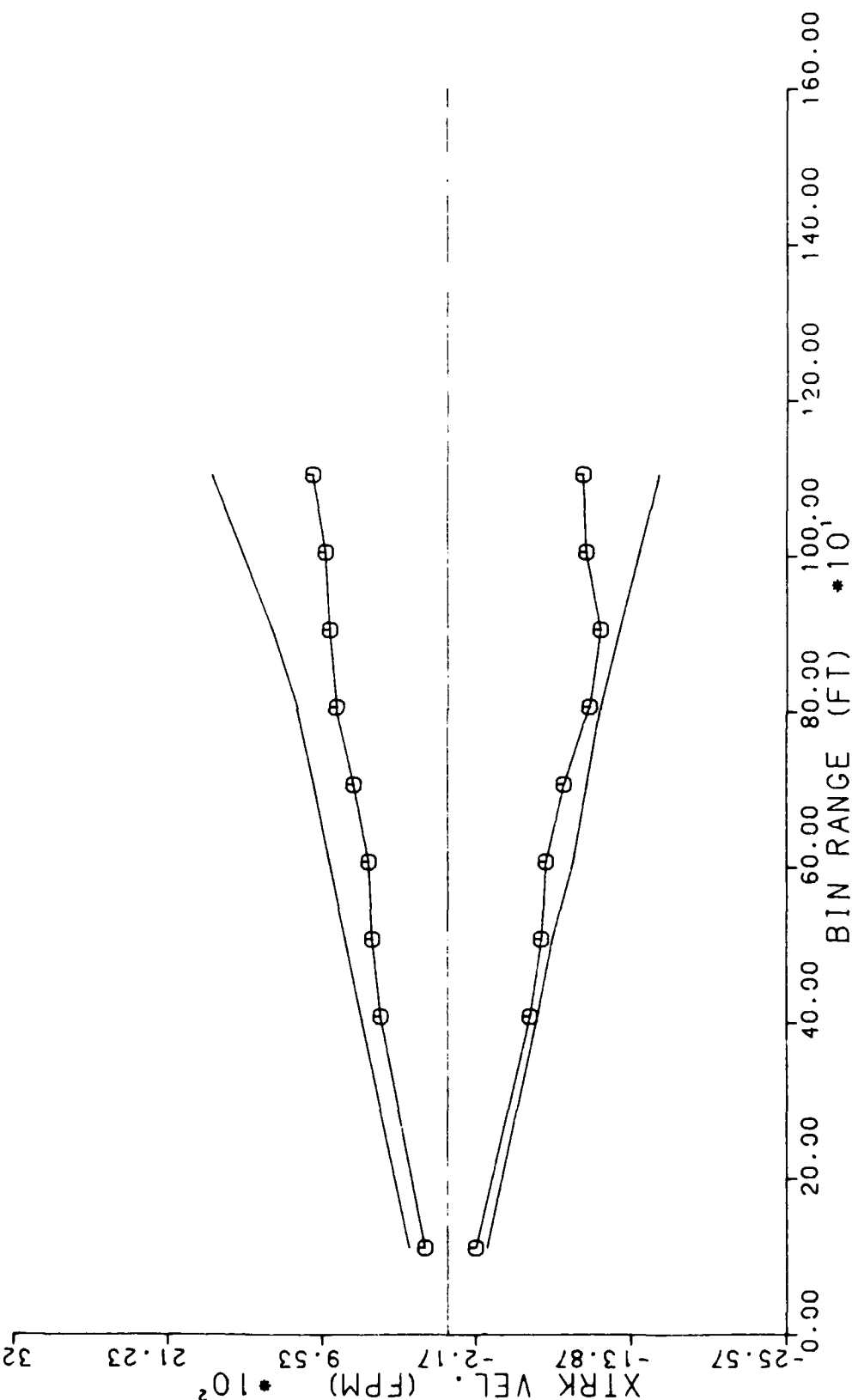
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)

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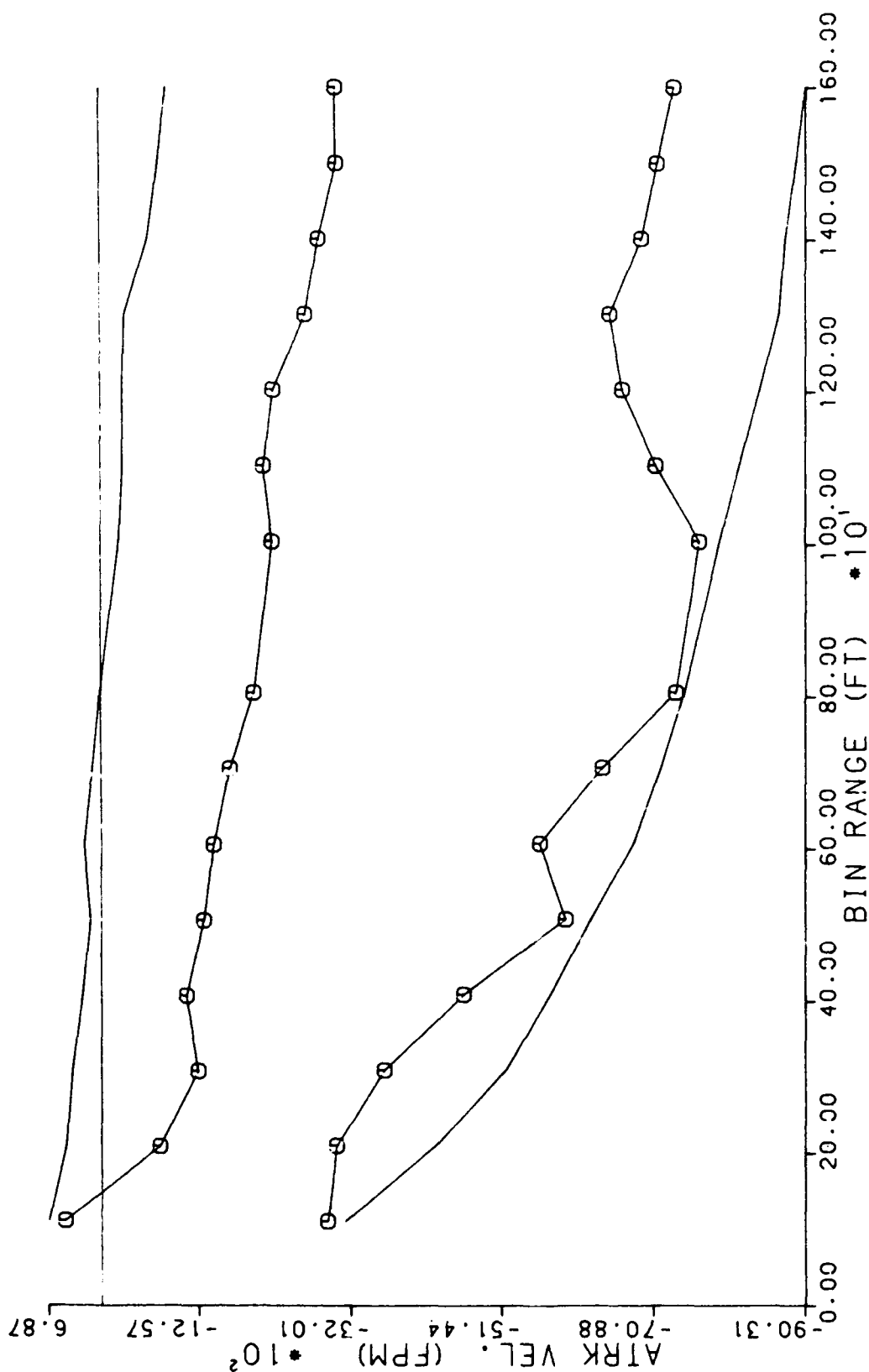
# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 7 DEGREE CURVED APPROACHES

ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE CURVED APPROACHES

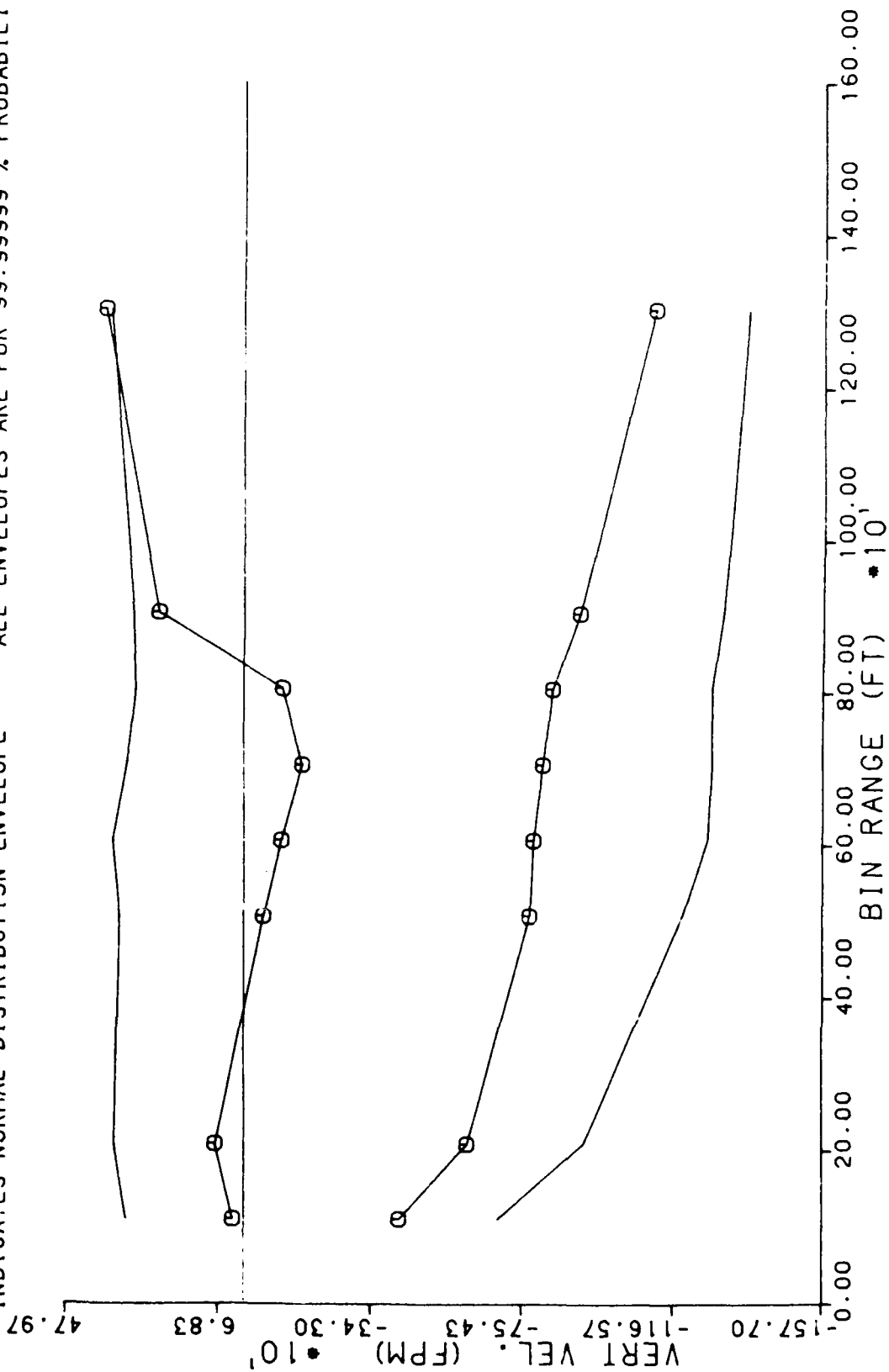
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)

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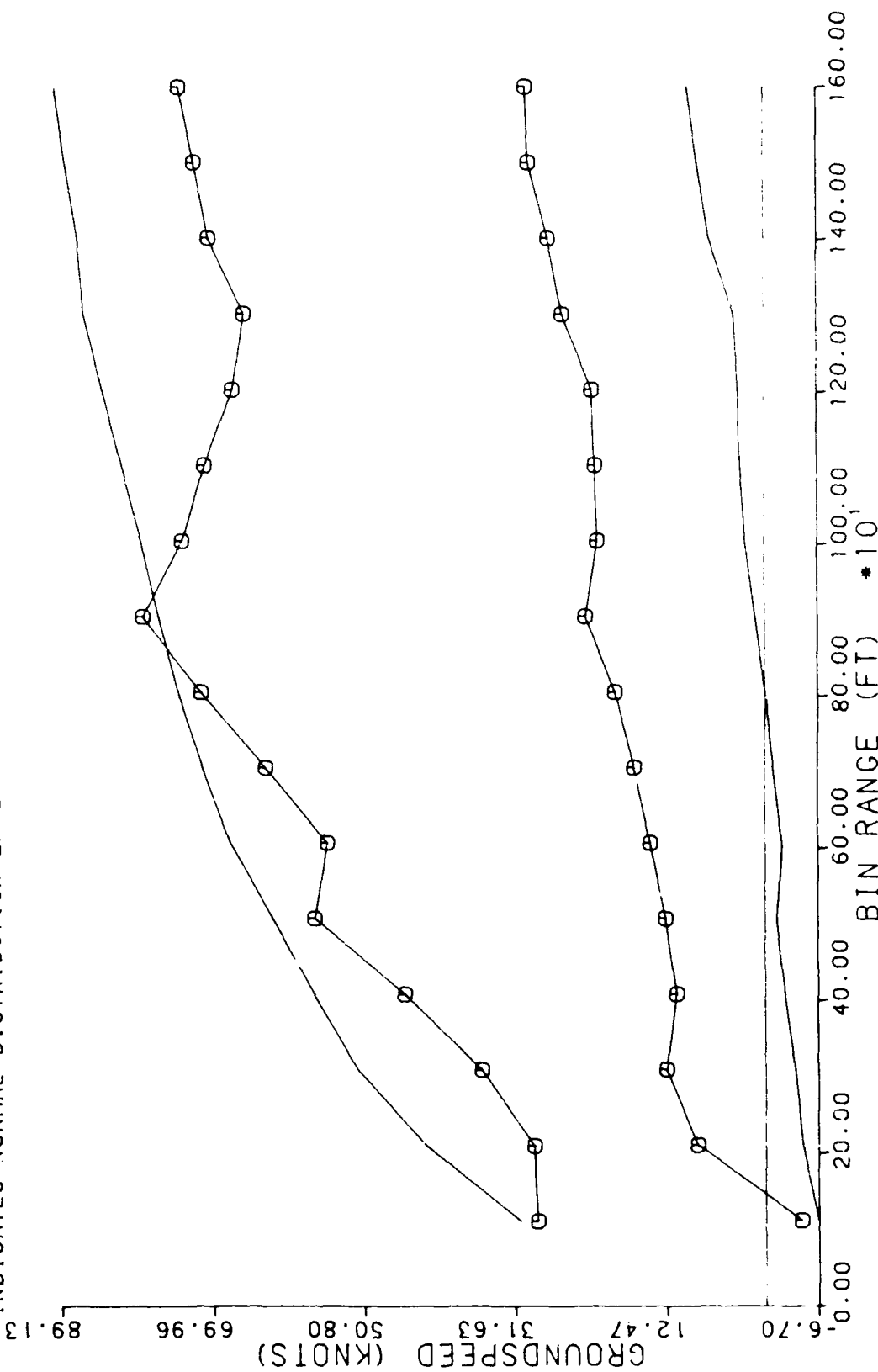
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE CURVED APPROACHES

GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE CURVED APPROACHES

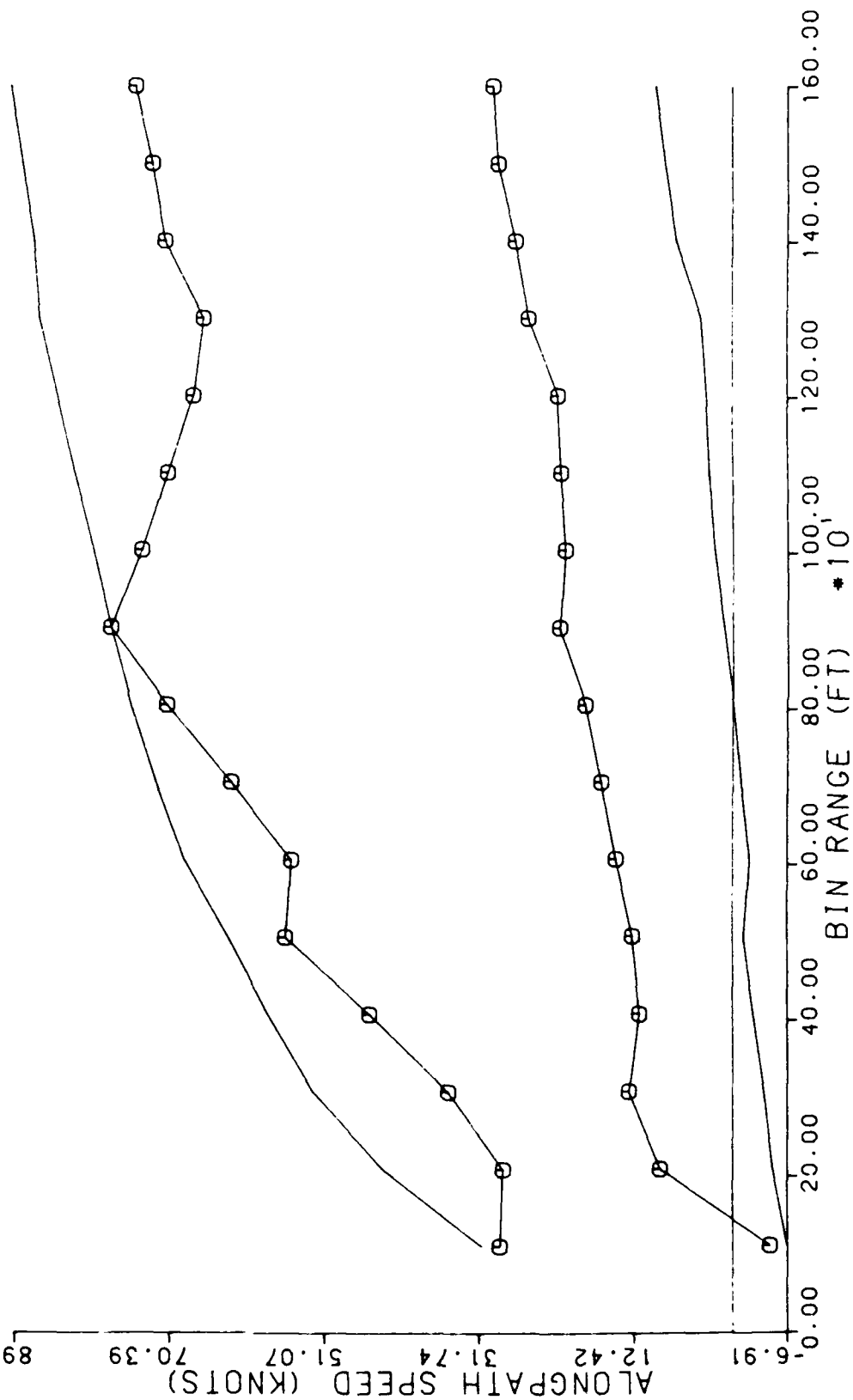
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)

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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE CURVED APPROACHES

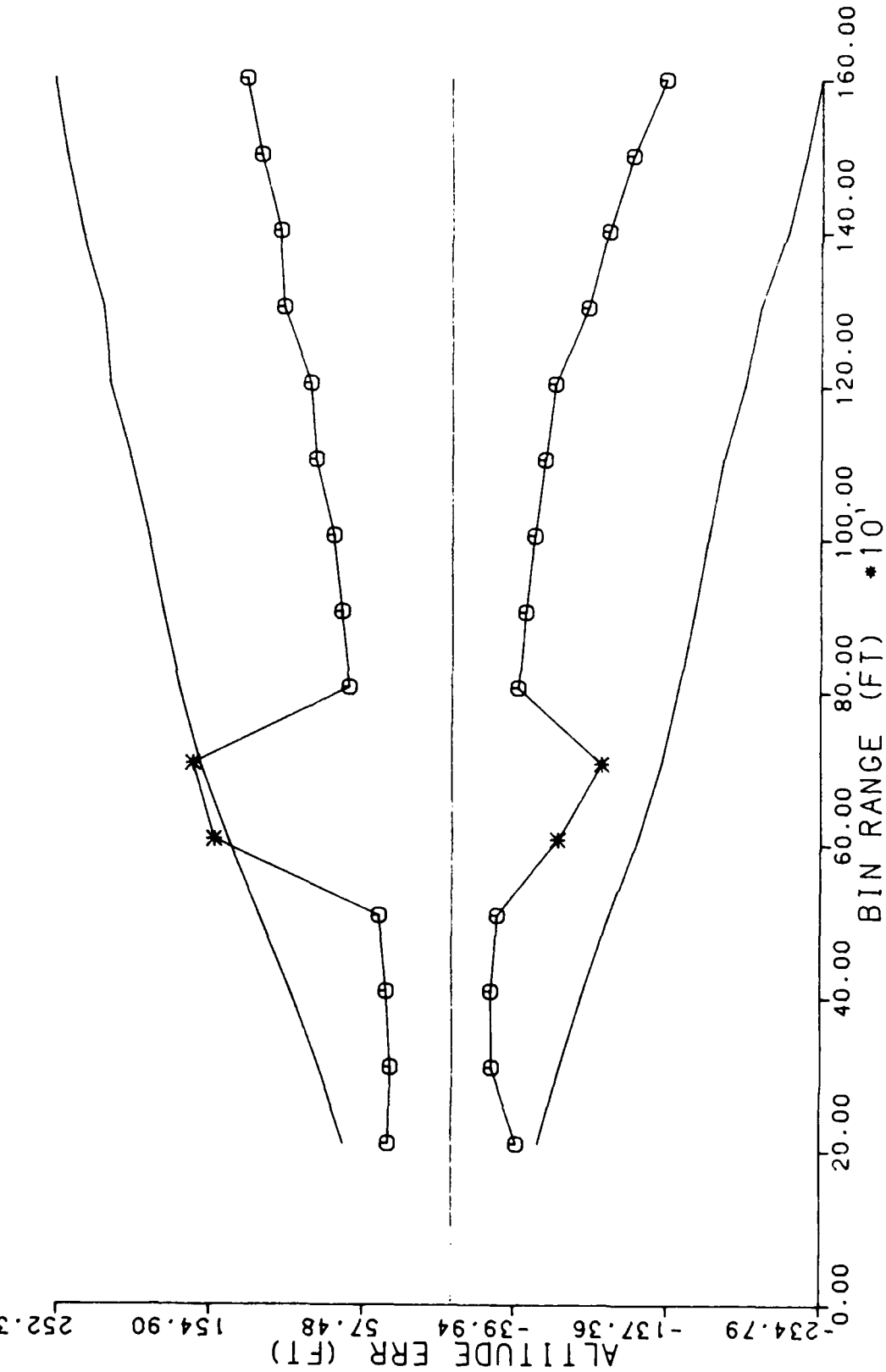
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE CURVED APPROACHES

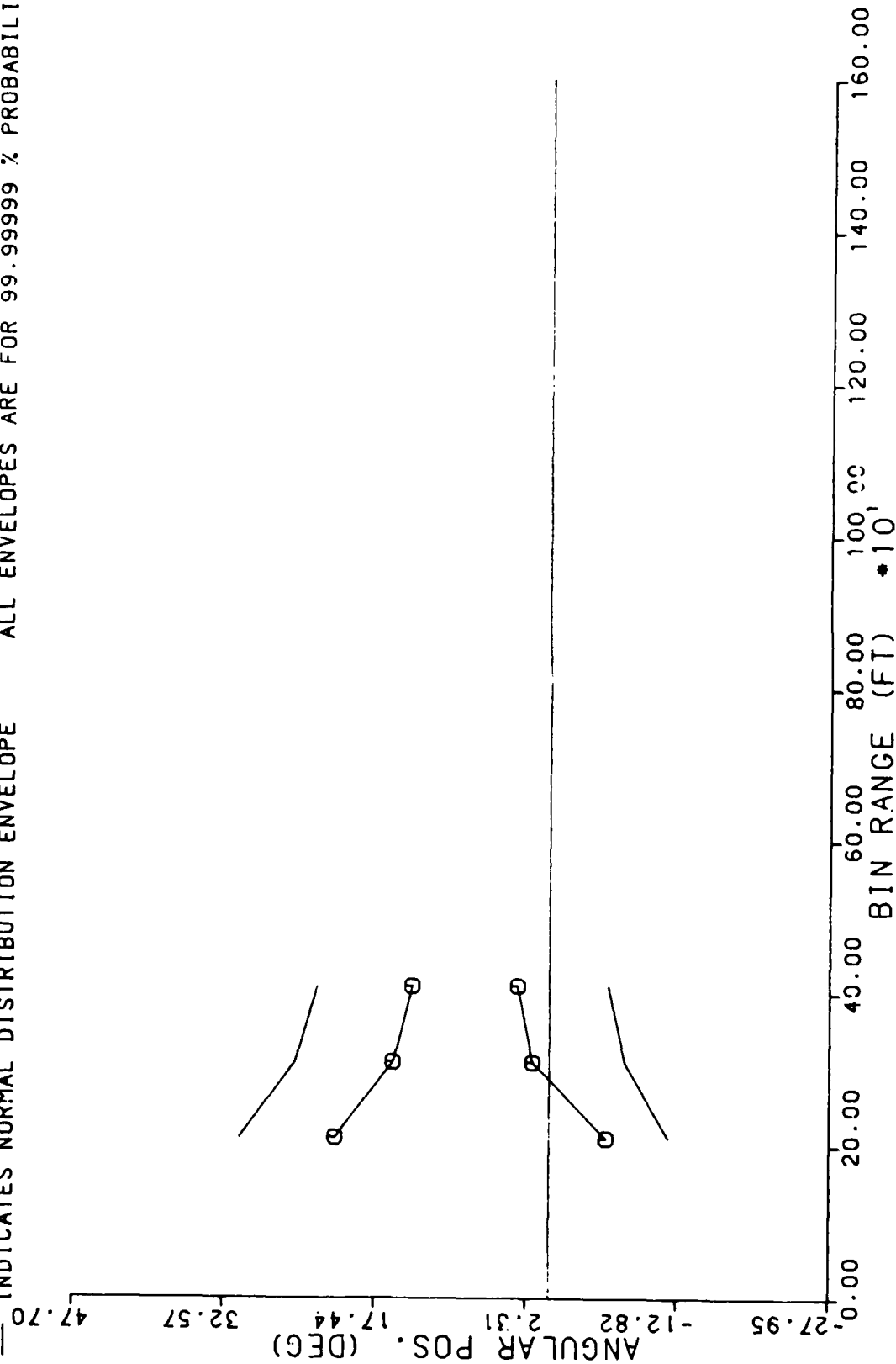
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)

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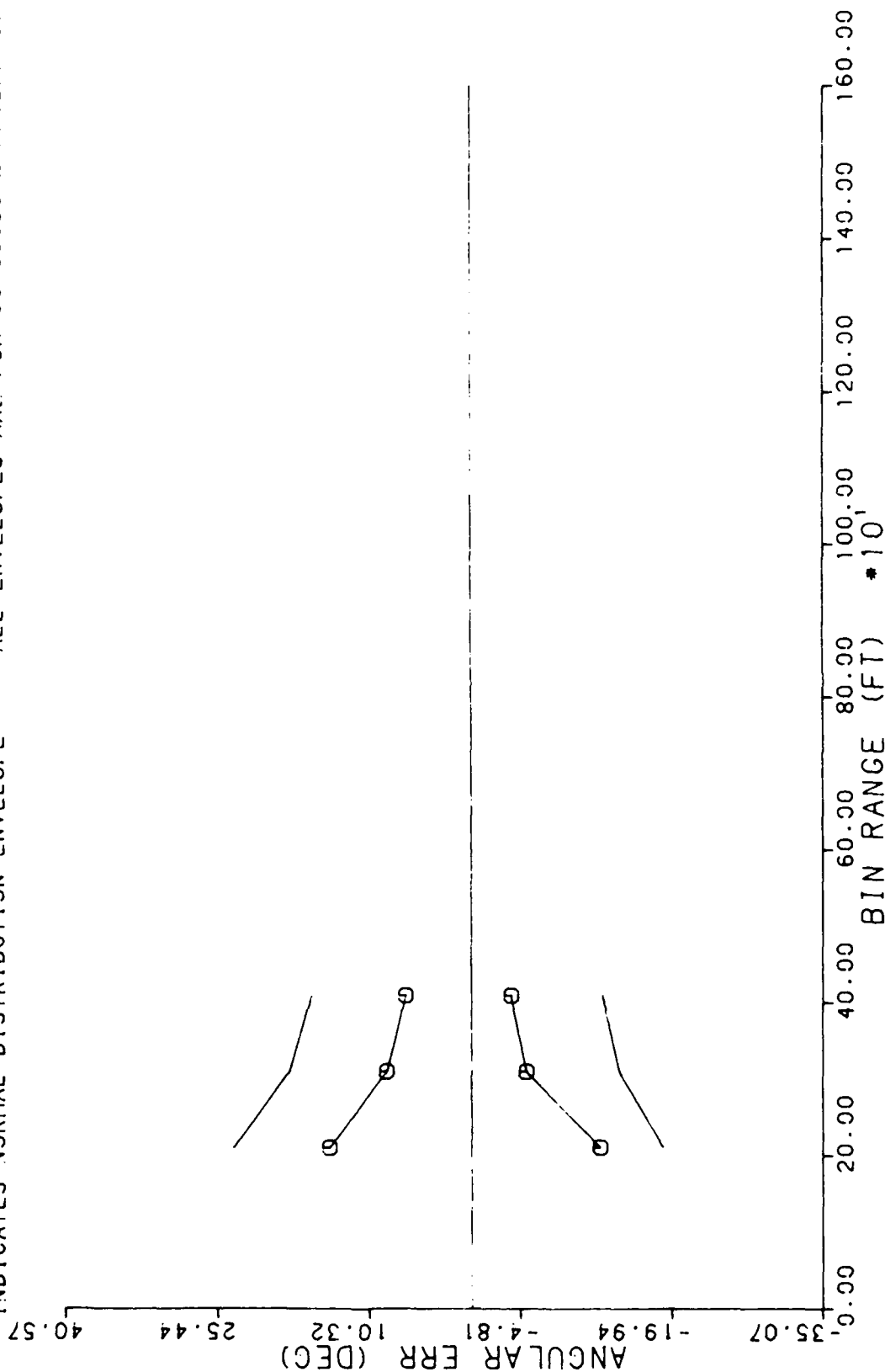
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
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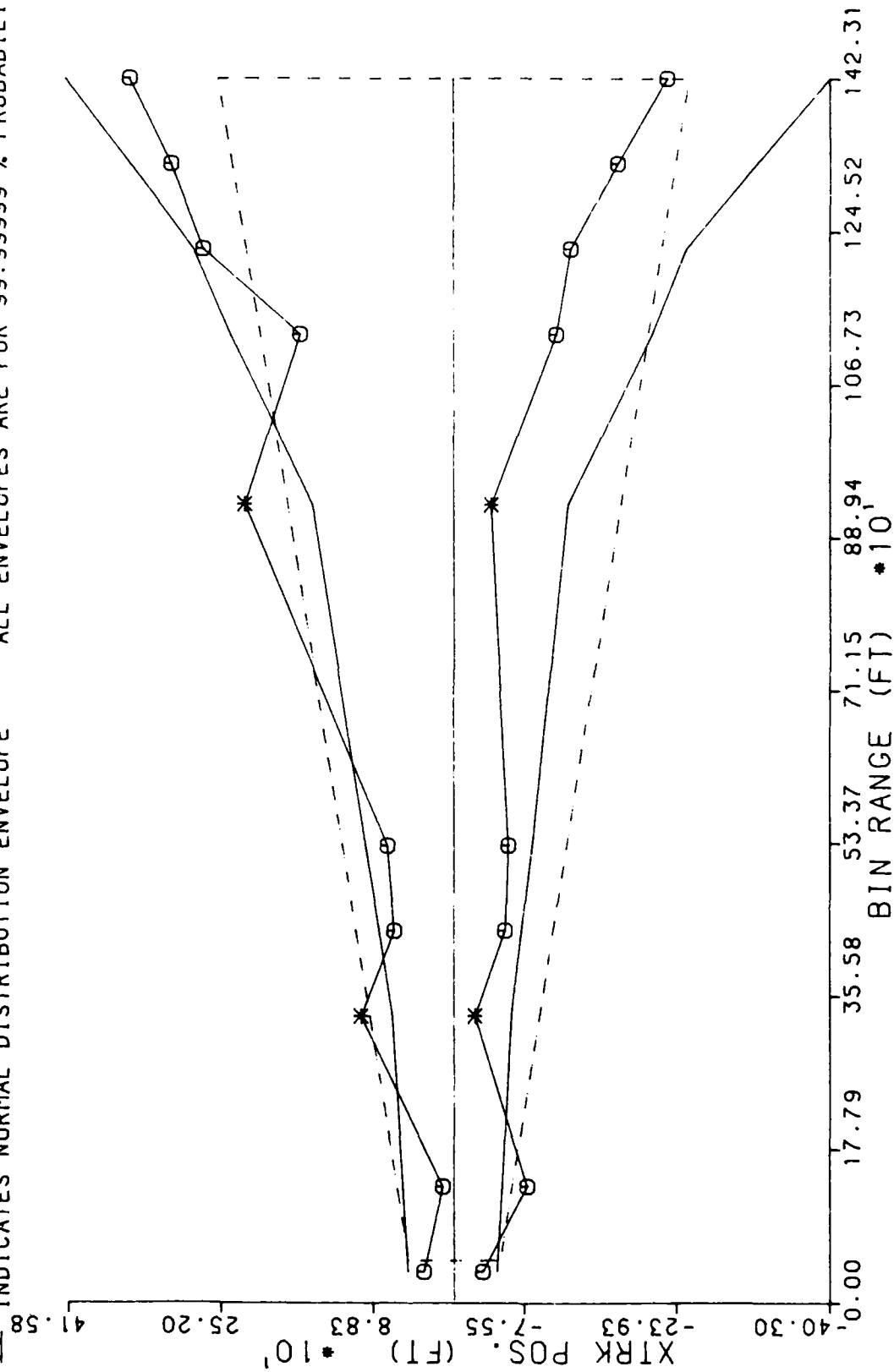
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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 8 DEGREE CURVED APPROACHES

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CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 8 DEGREE CURVED APPROACHES

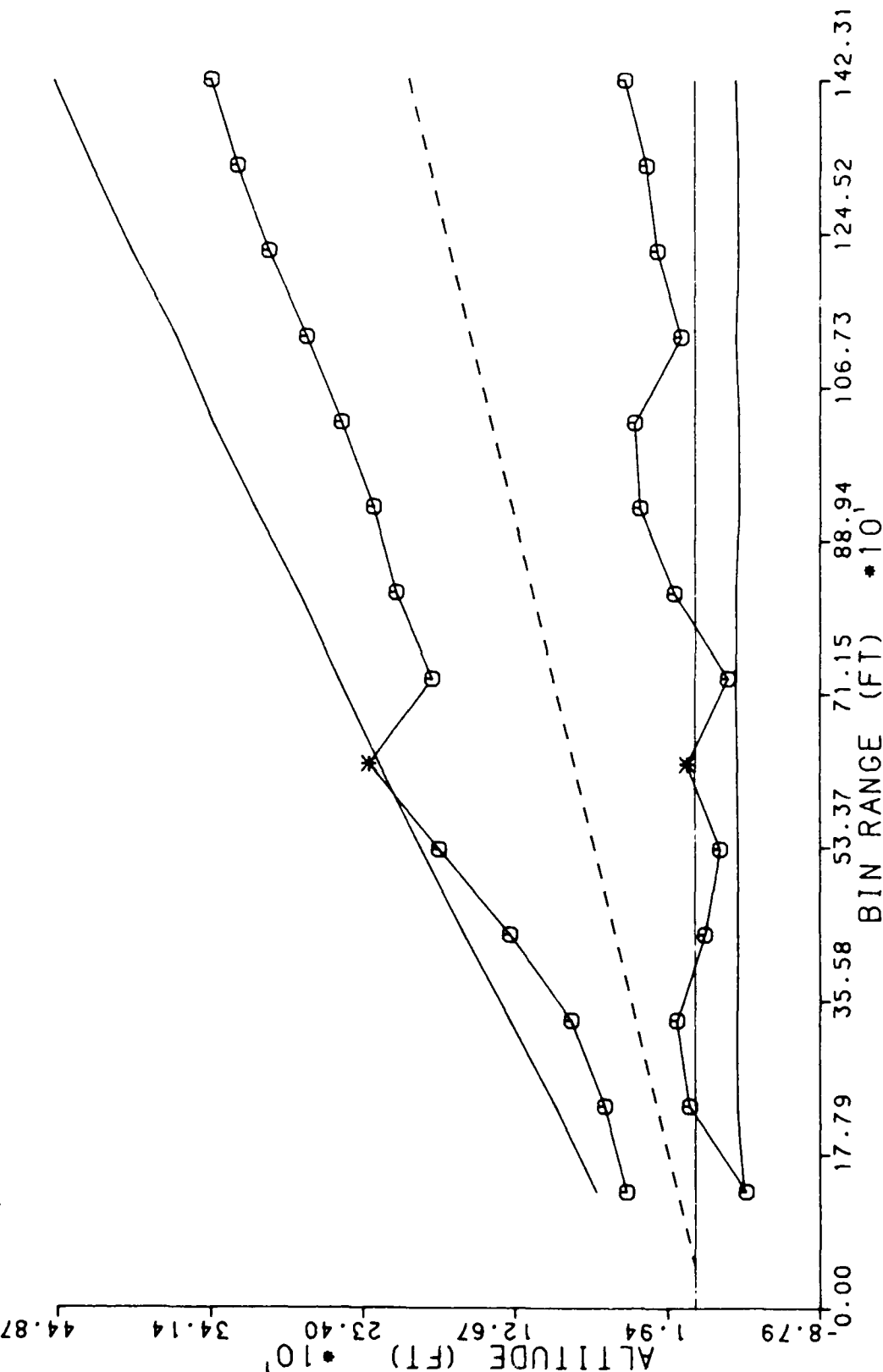
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ALTITUDE (FT) VS. BIN RANGE (FT)

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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
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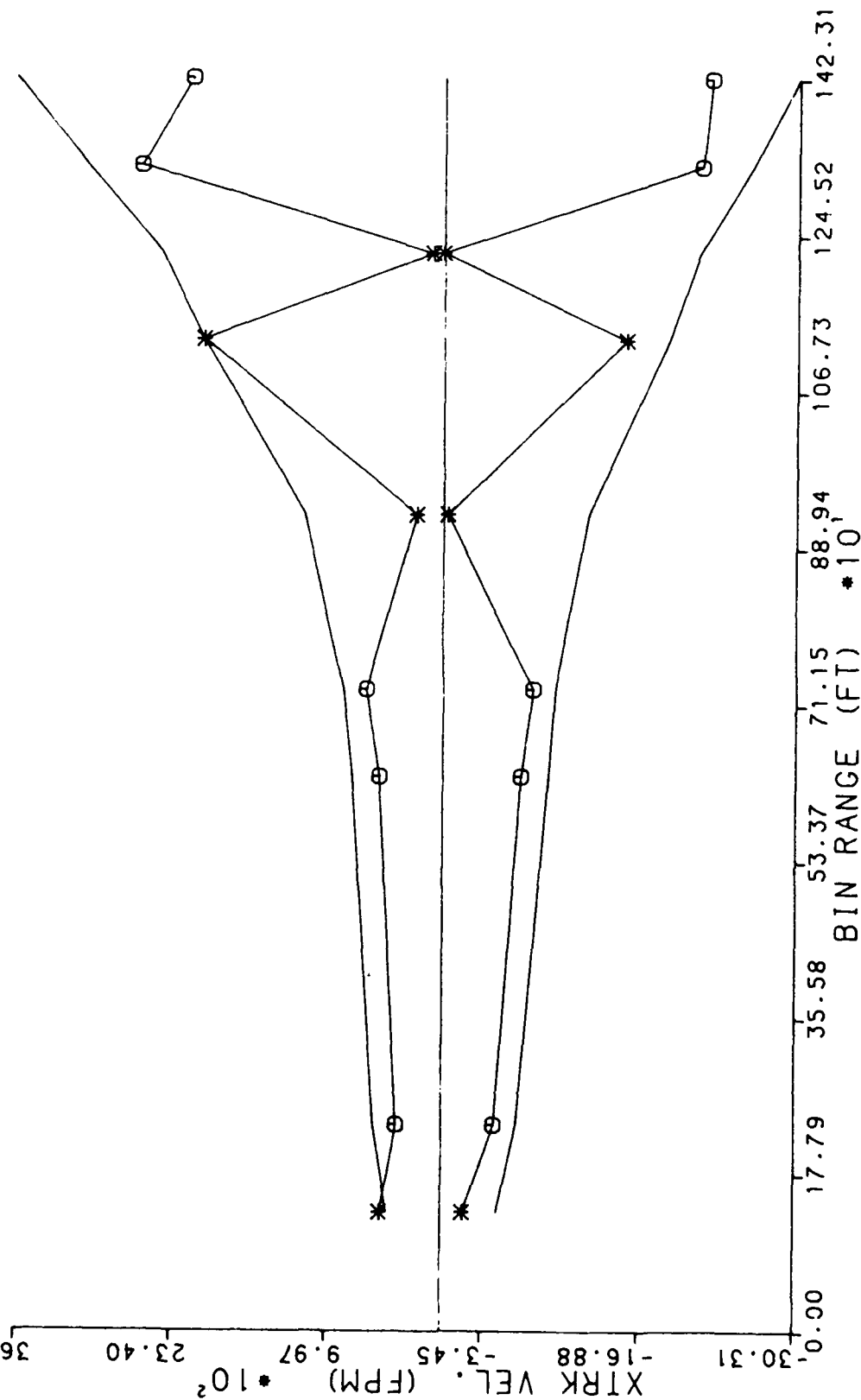
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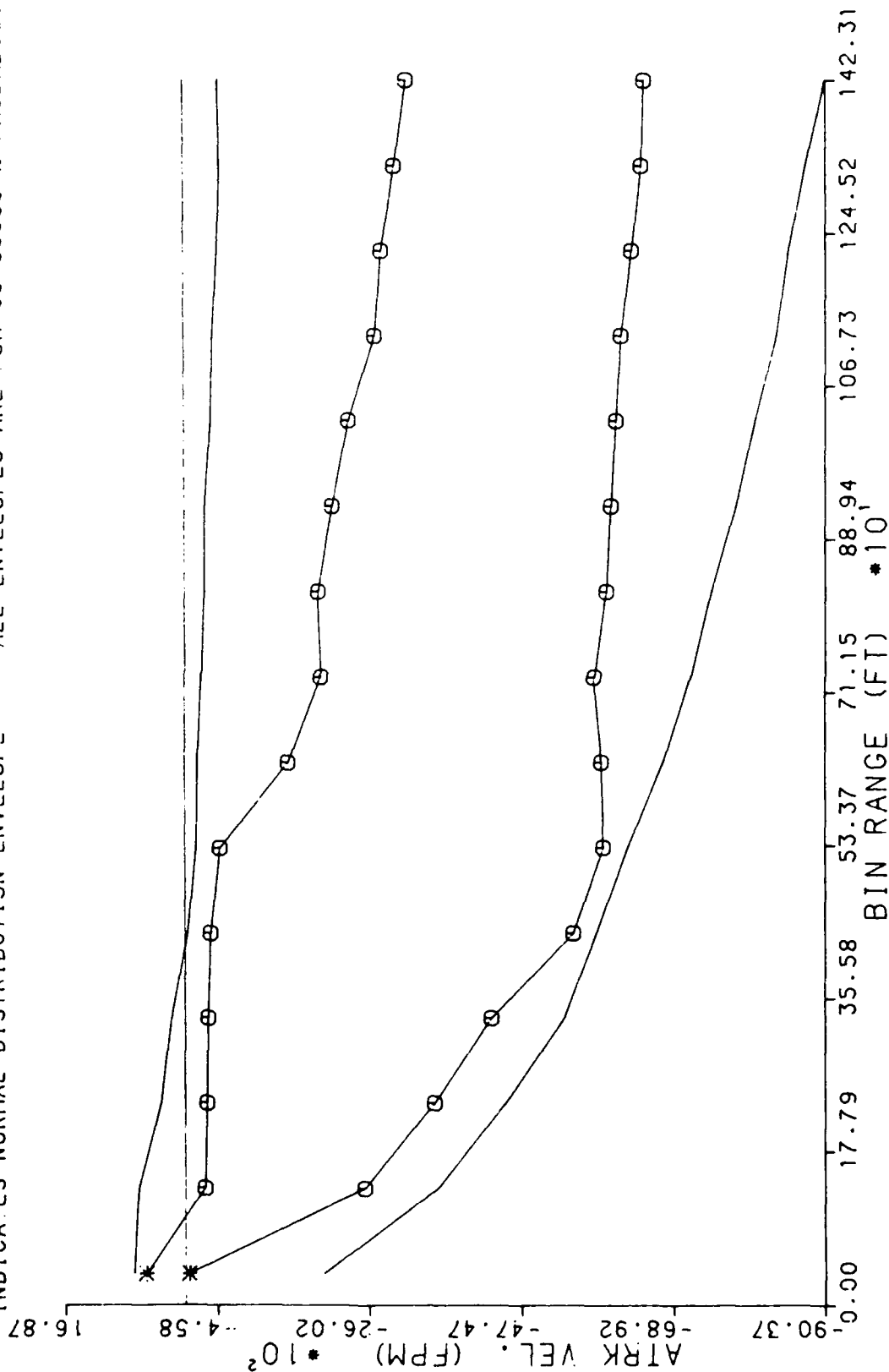
ALONG-TRACK VELOCITY (FPM) VS. BIN RANGE (FT)

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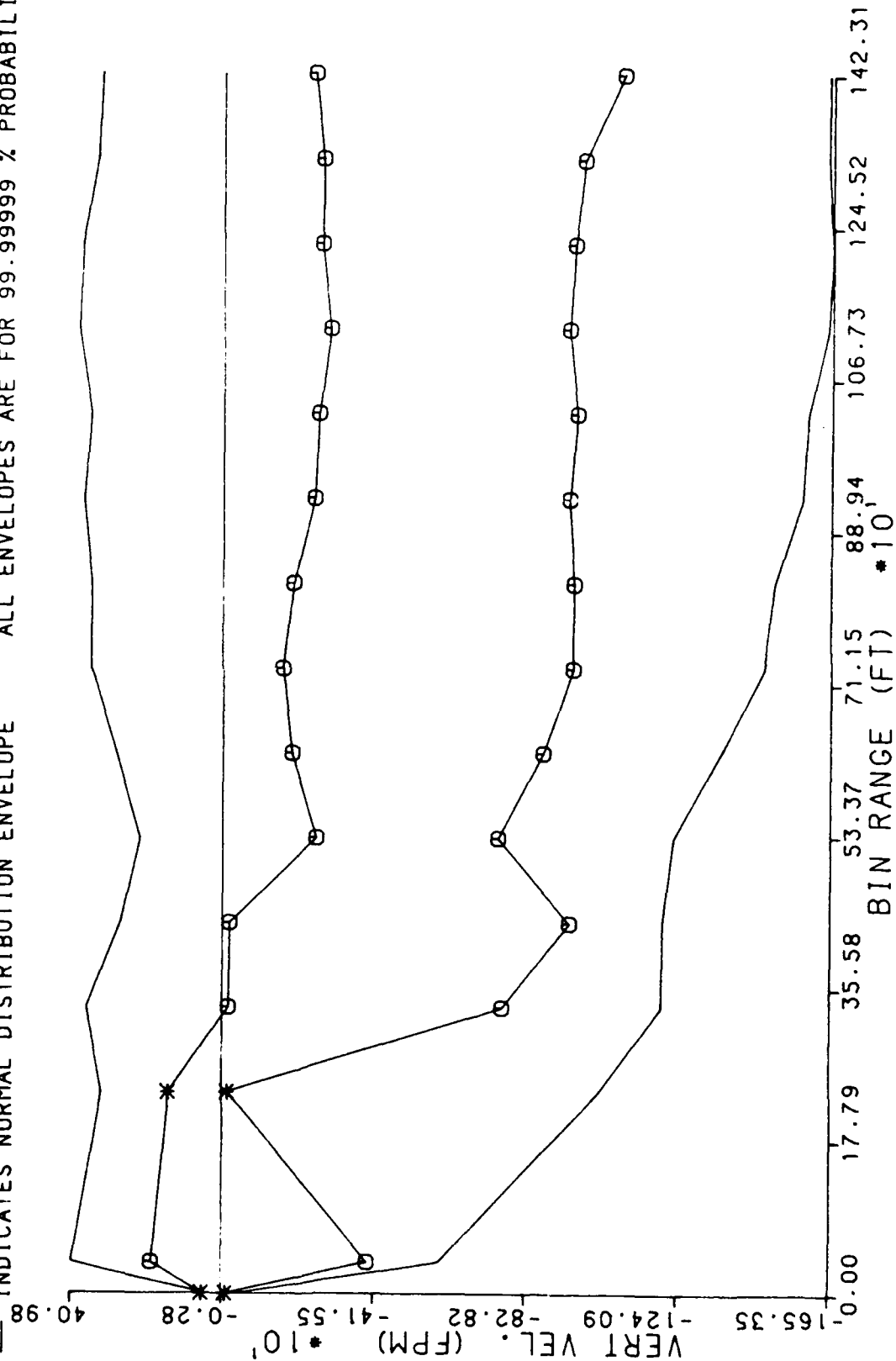


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
8 DEGREE CURVED APPROACHES

VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 8 DEGREE CURVED APPROACHES

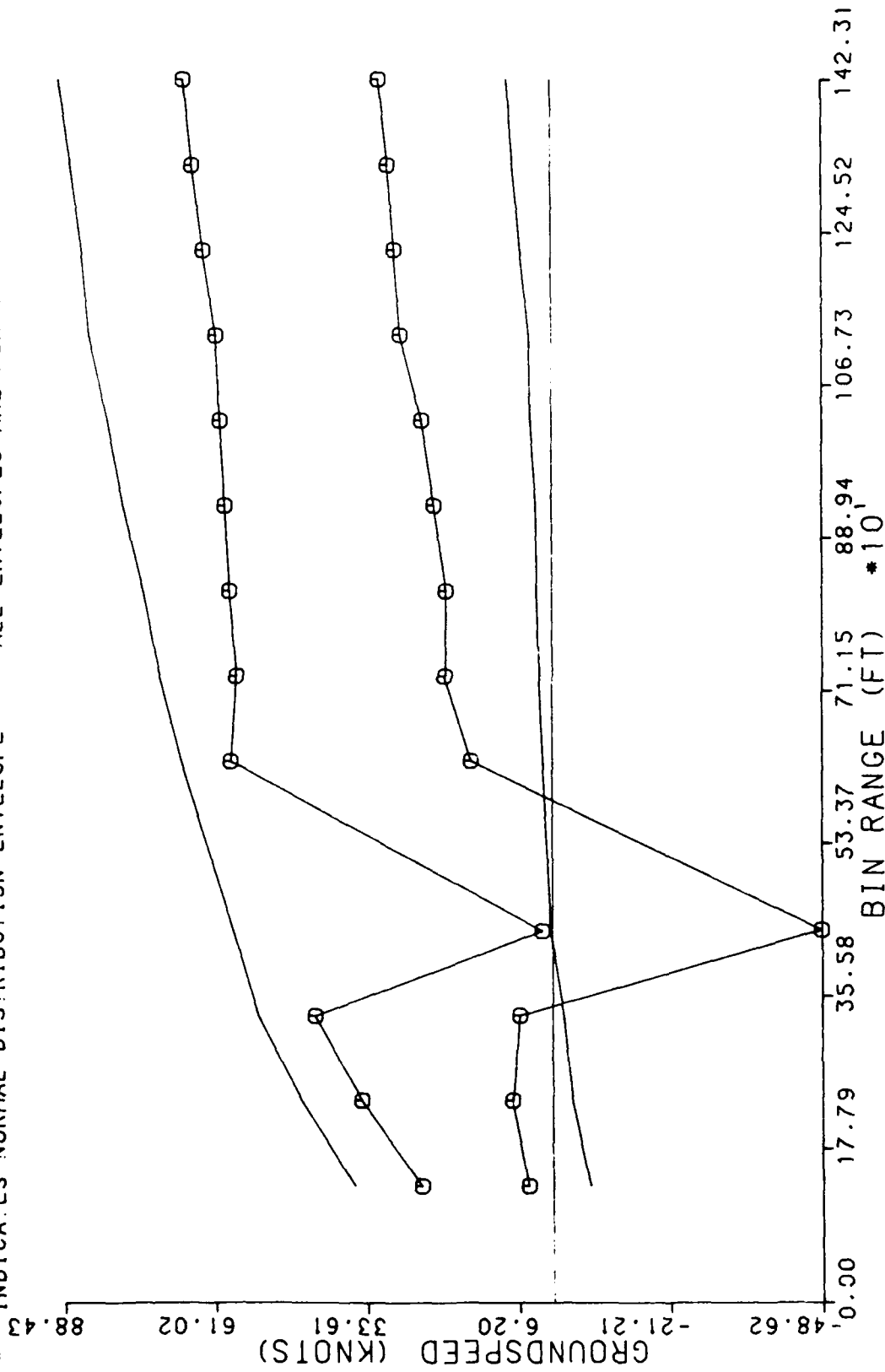
GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

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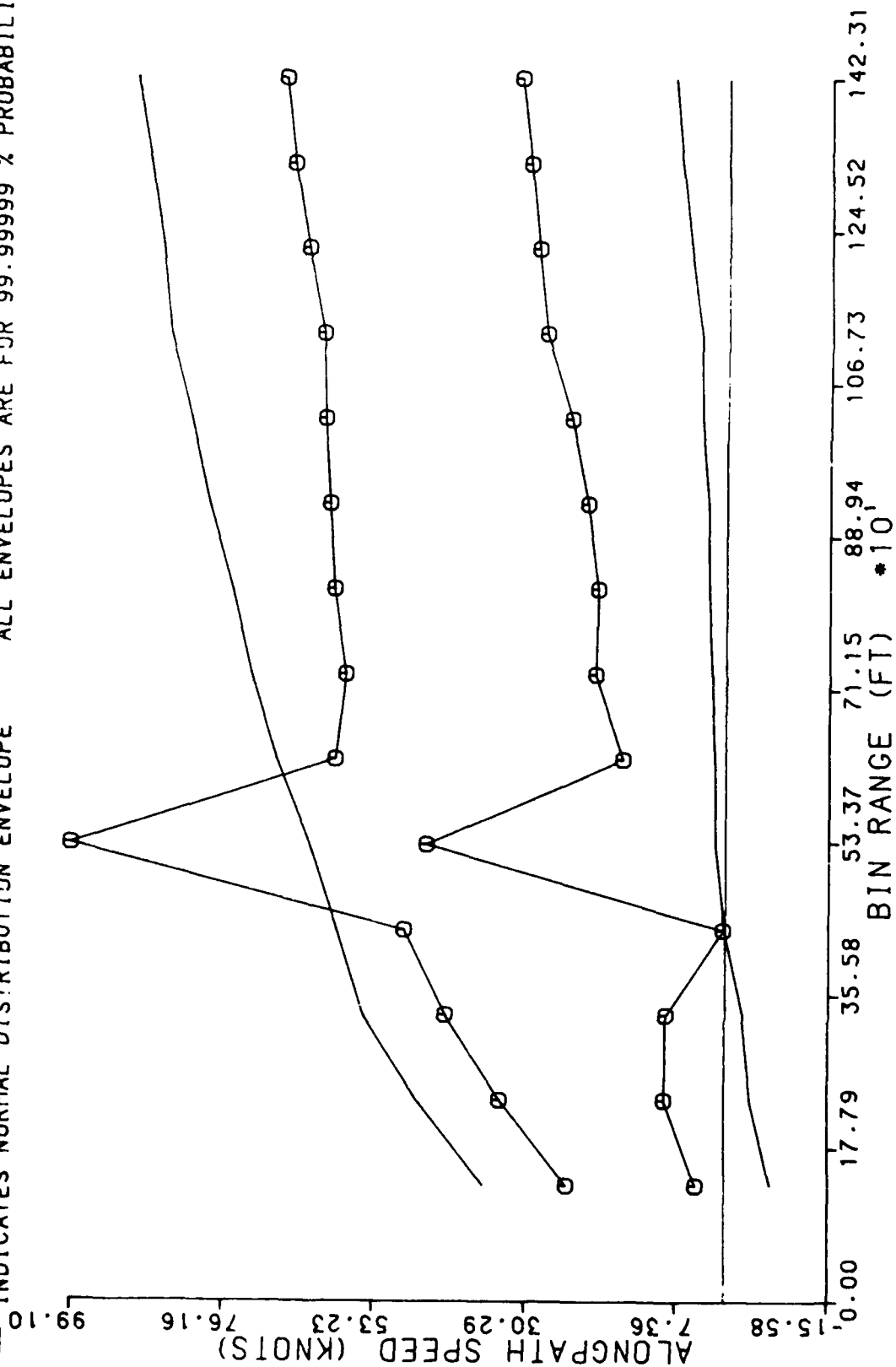
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
8 DEGREE CURVED APPROACHES

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ATLANTIC CITY AIRPORT.. NJ 08405

ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)

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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

DATA PROCESSED BY FAA TECHNICAL CENTER  
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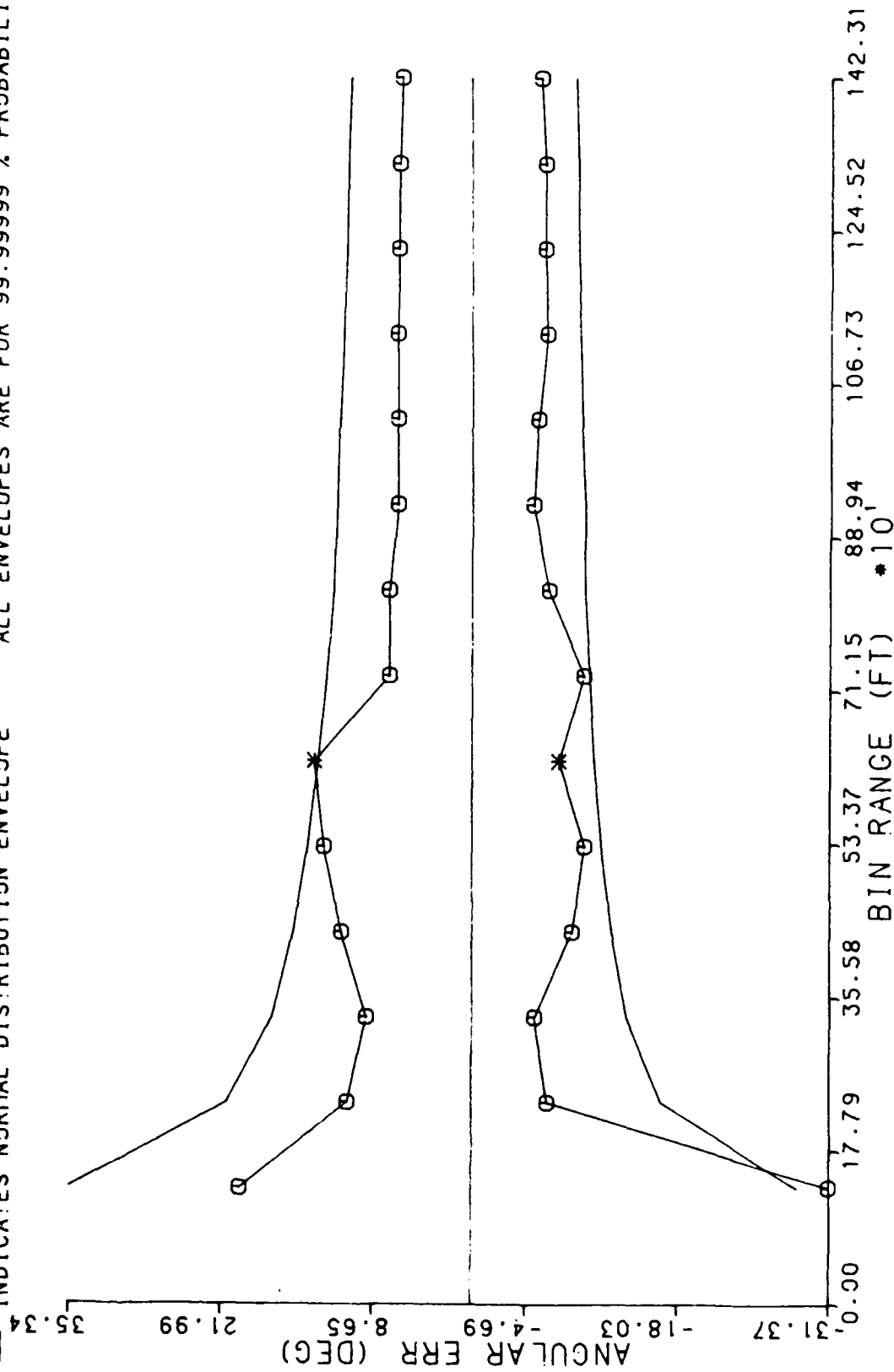
8 DEGREE CURVED APPROACHES

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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
8 DEGREE CURVED APPROACHES

ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

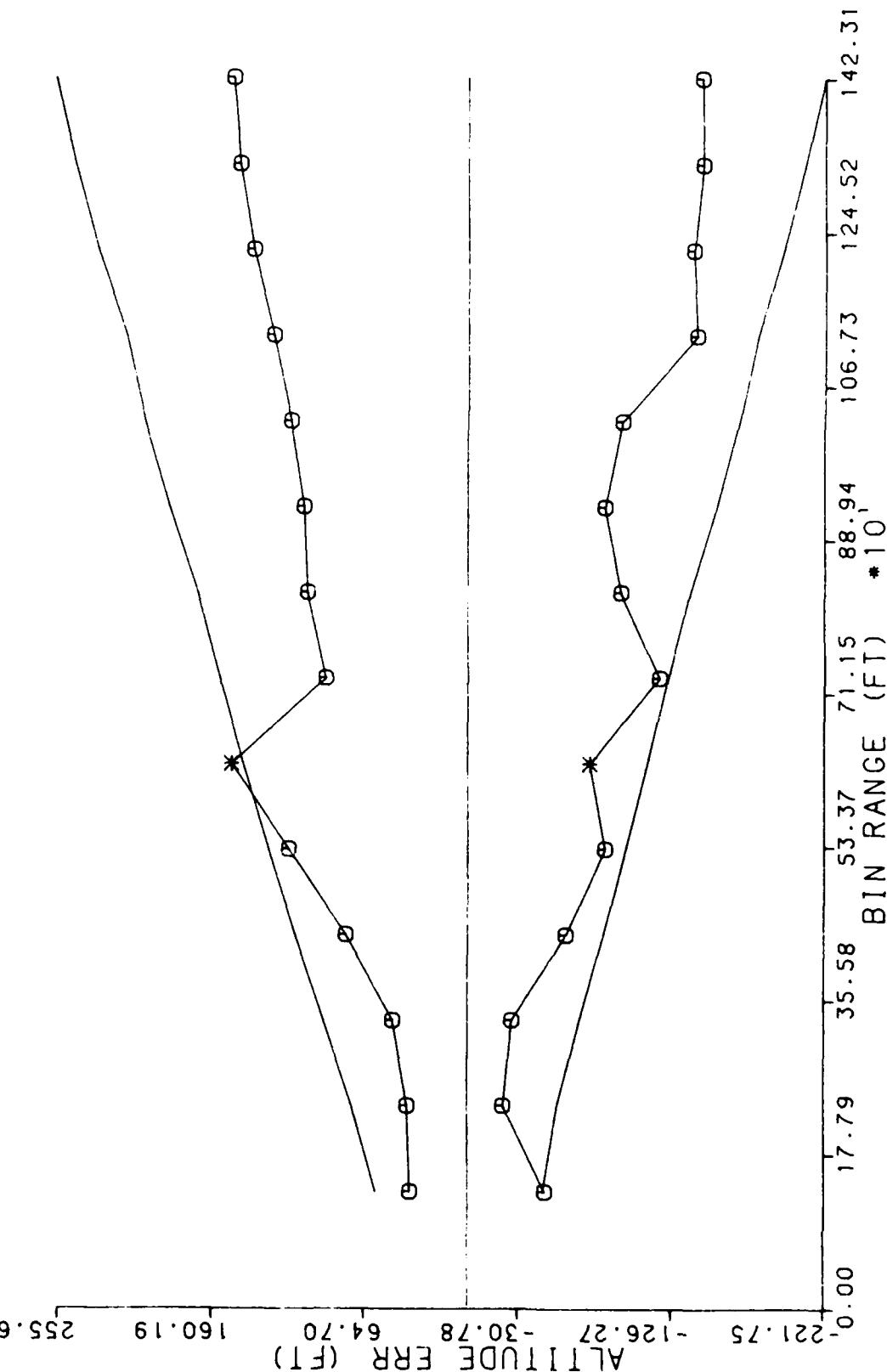
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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT

ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

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ATLANTIC CITY AIRPORT. NJ 08405



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
8 DEGREE CURVED APPROACHES

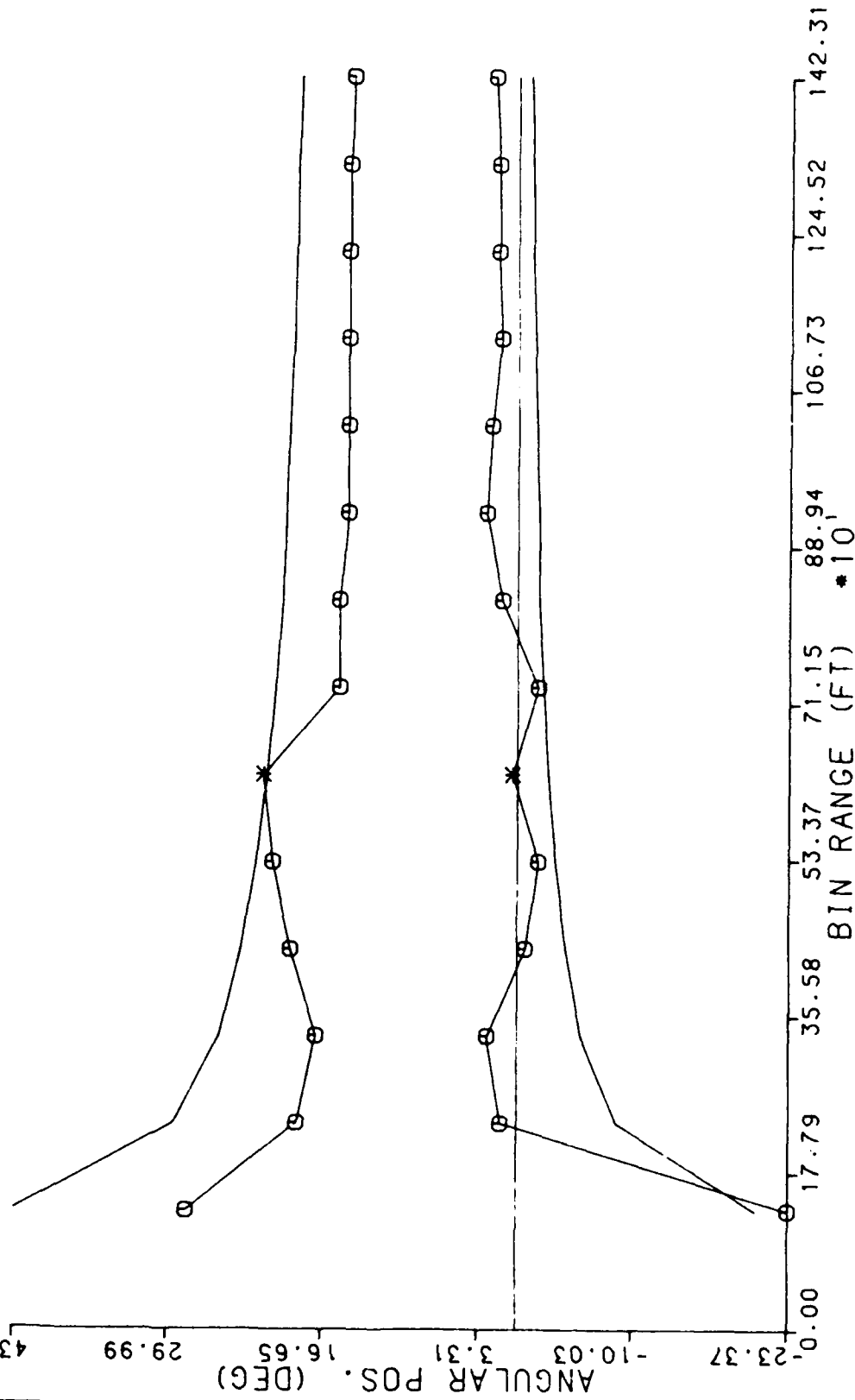
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

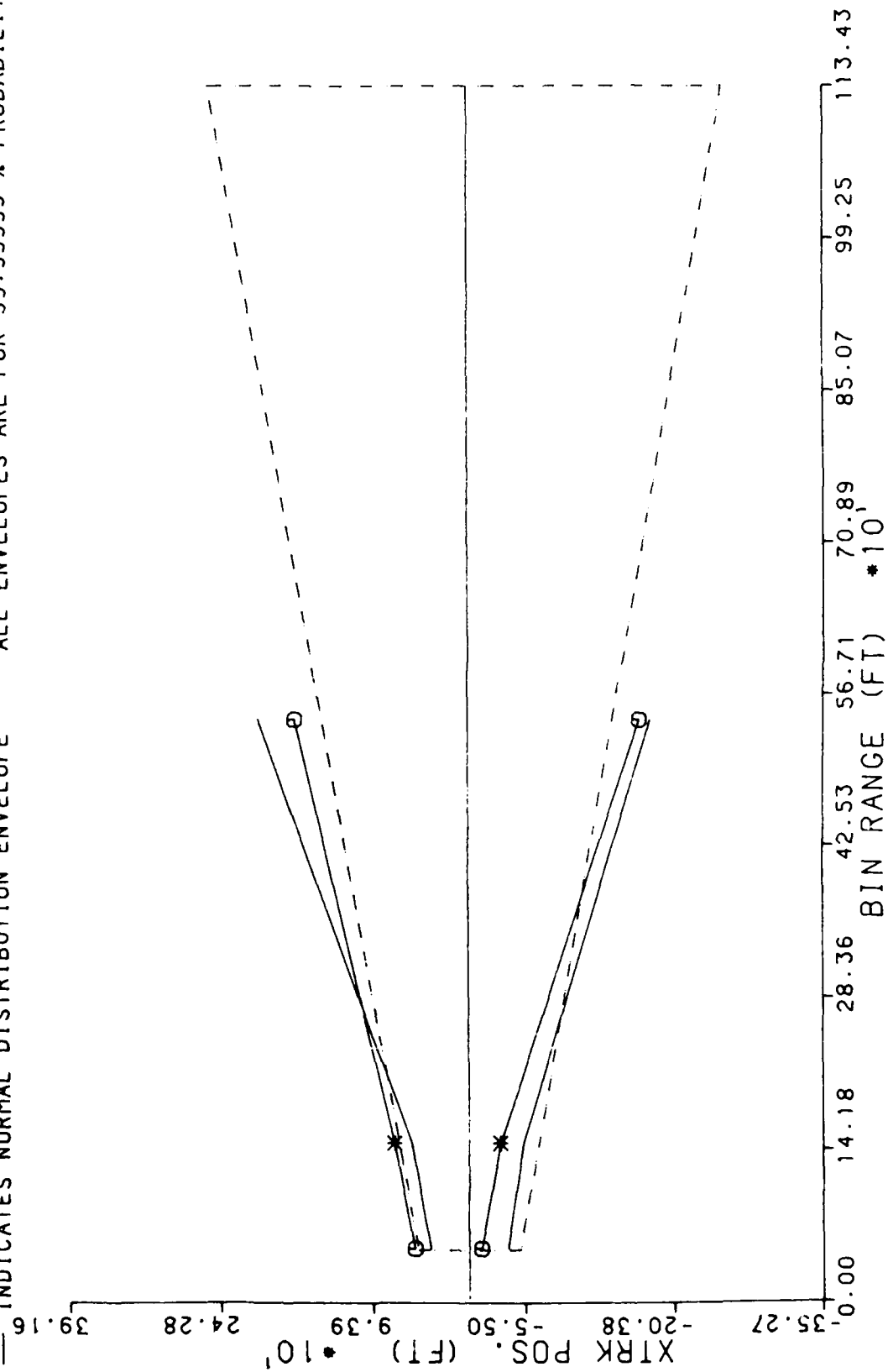
DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 10 DEGREE CURVED APPROACHES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

DATA PROCESSED BY FAA TECHNICAL CENTER  
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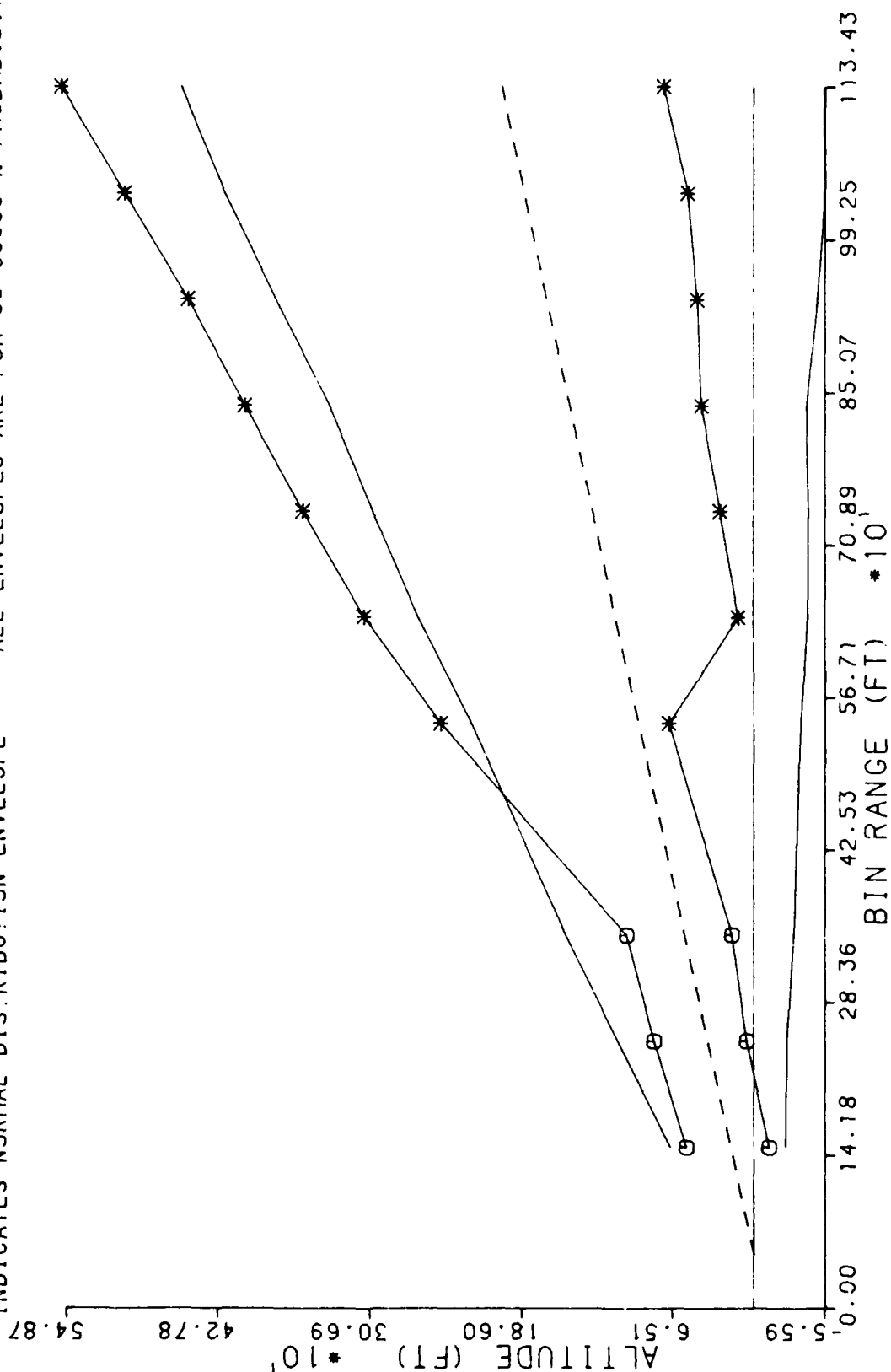
# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 10 DEGREE CURVED APPROACHES

ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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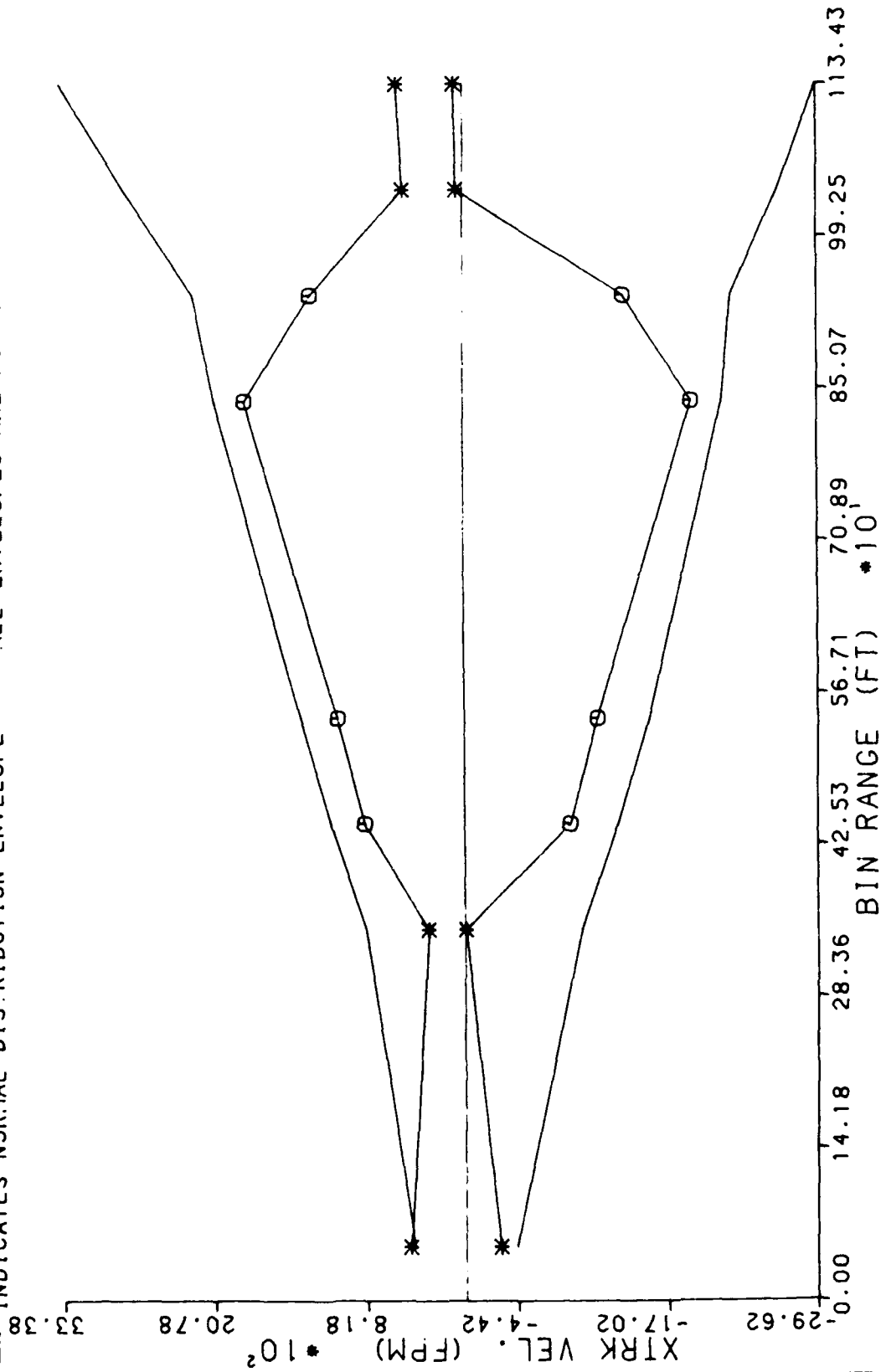
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ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 10 DEGREE CURVED APPROACHES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY





# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

10 DEGREE CURVED APPROACHES

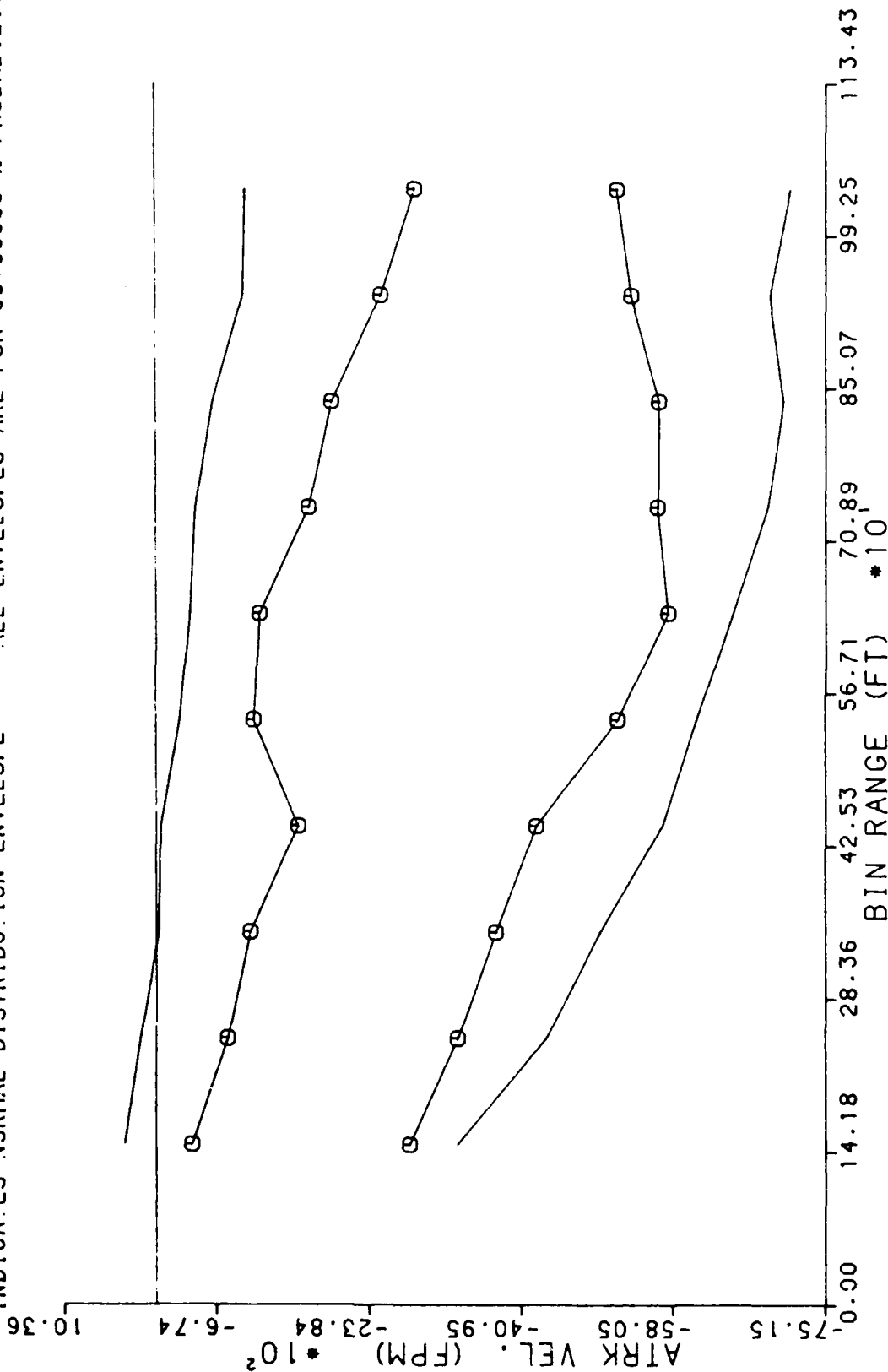
ALONG TRACK VELOCITY (FPM) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



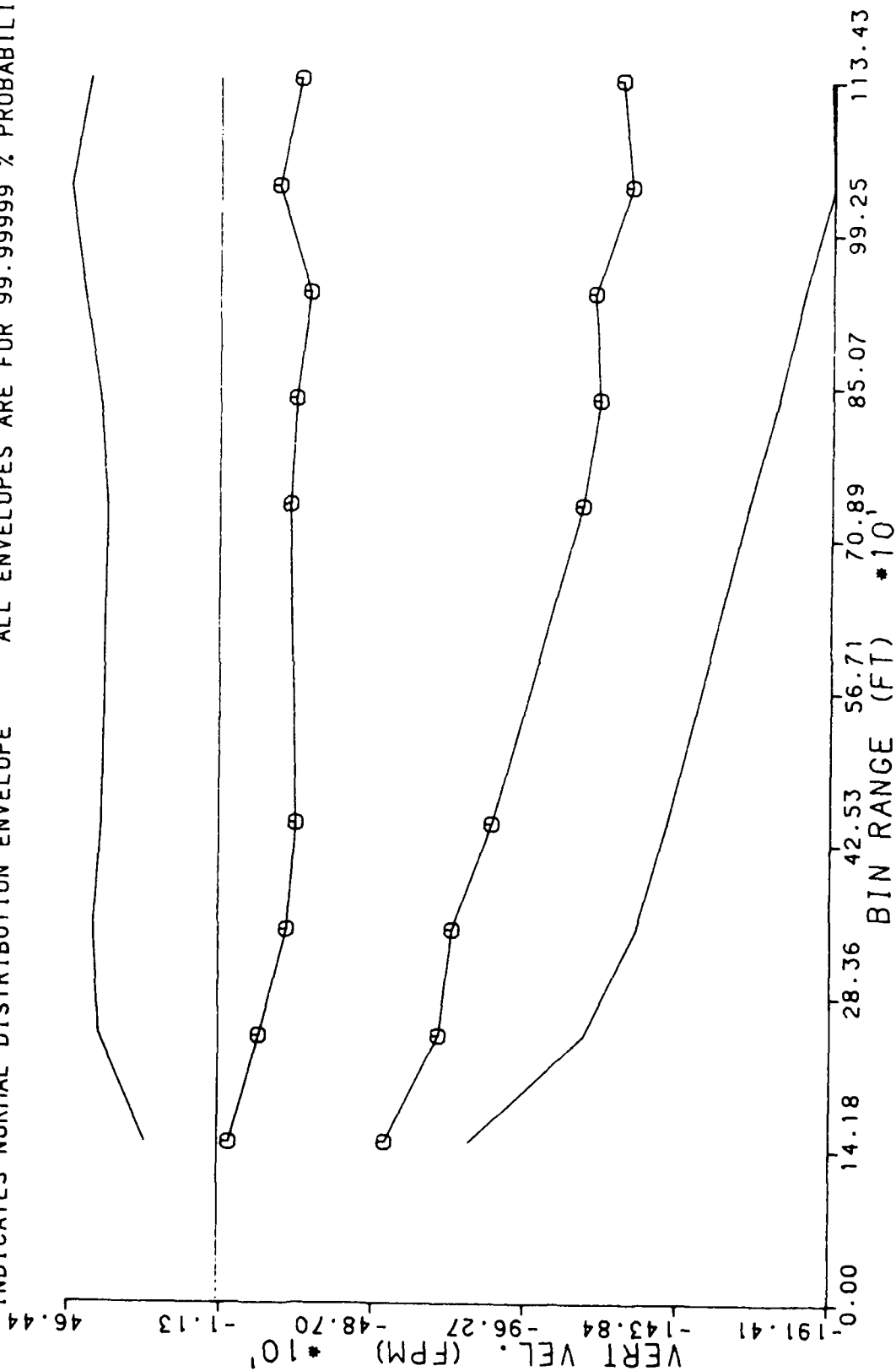
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 10 DEGREE CURVED APPROACHES

VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
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--- INDICATES NORMAL DISTRIBUTION ENVELOPE

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

10 DEGREE CURVED APPROACHES

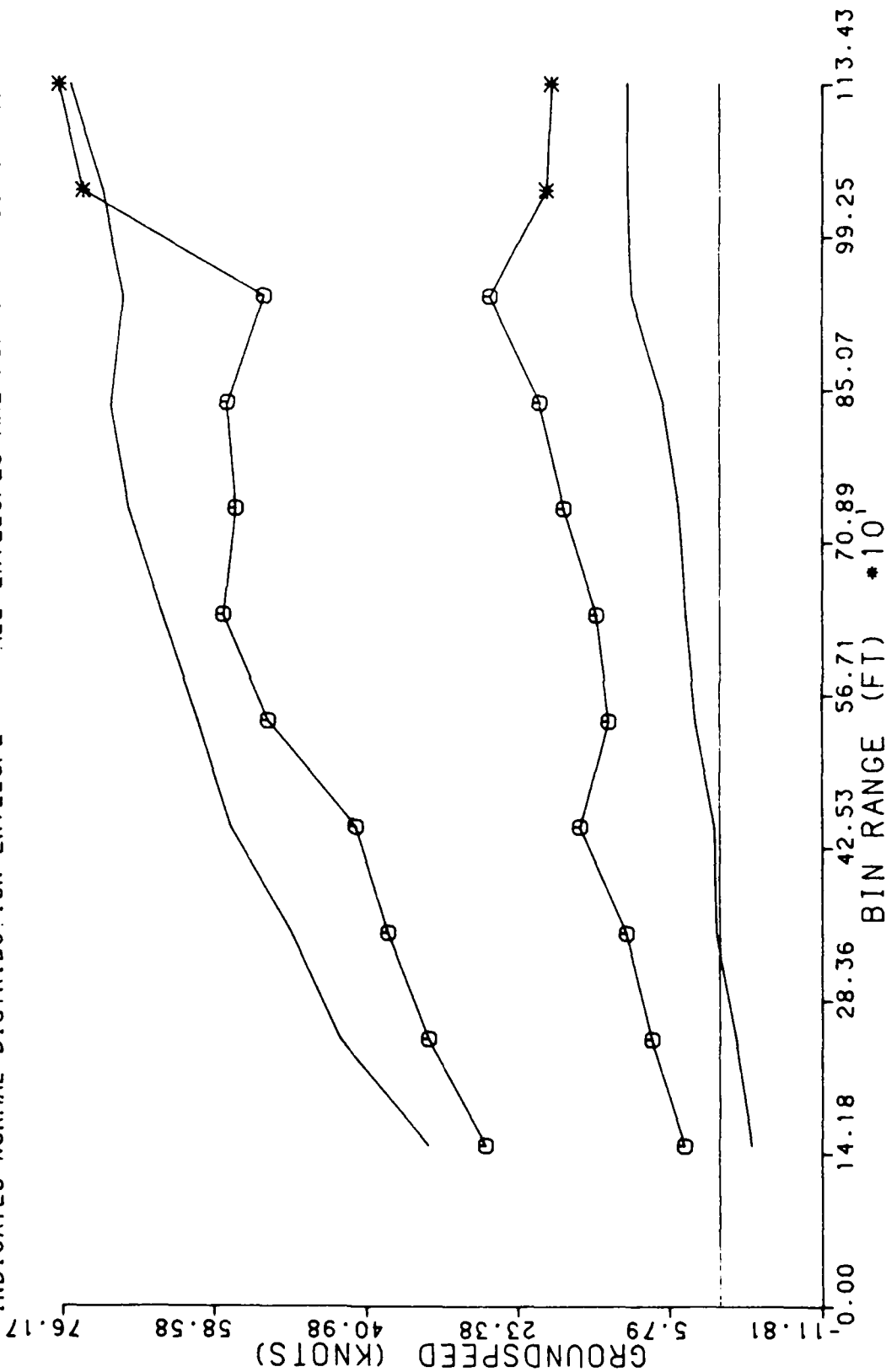
GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE CURVED APPROACHES

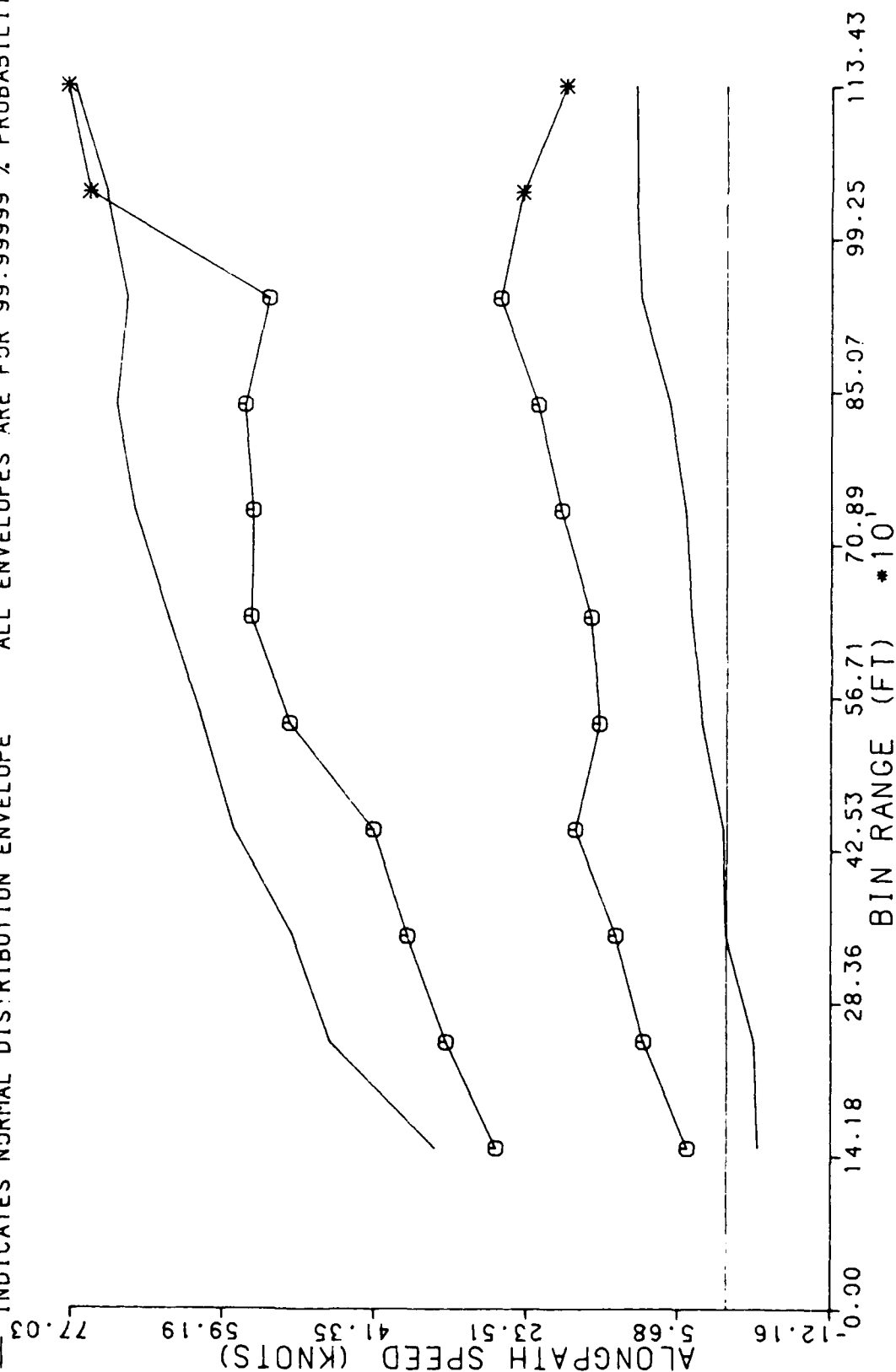
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

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DATA PROCESSED BY FAA TECHNICAL CENTER  
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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 10 DEGREE CURVED APPROACHES

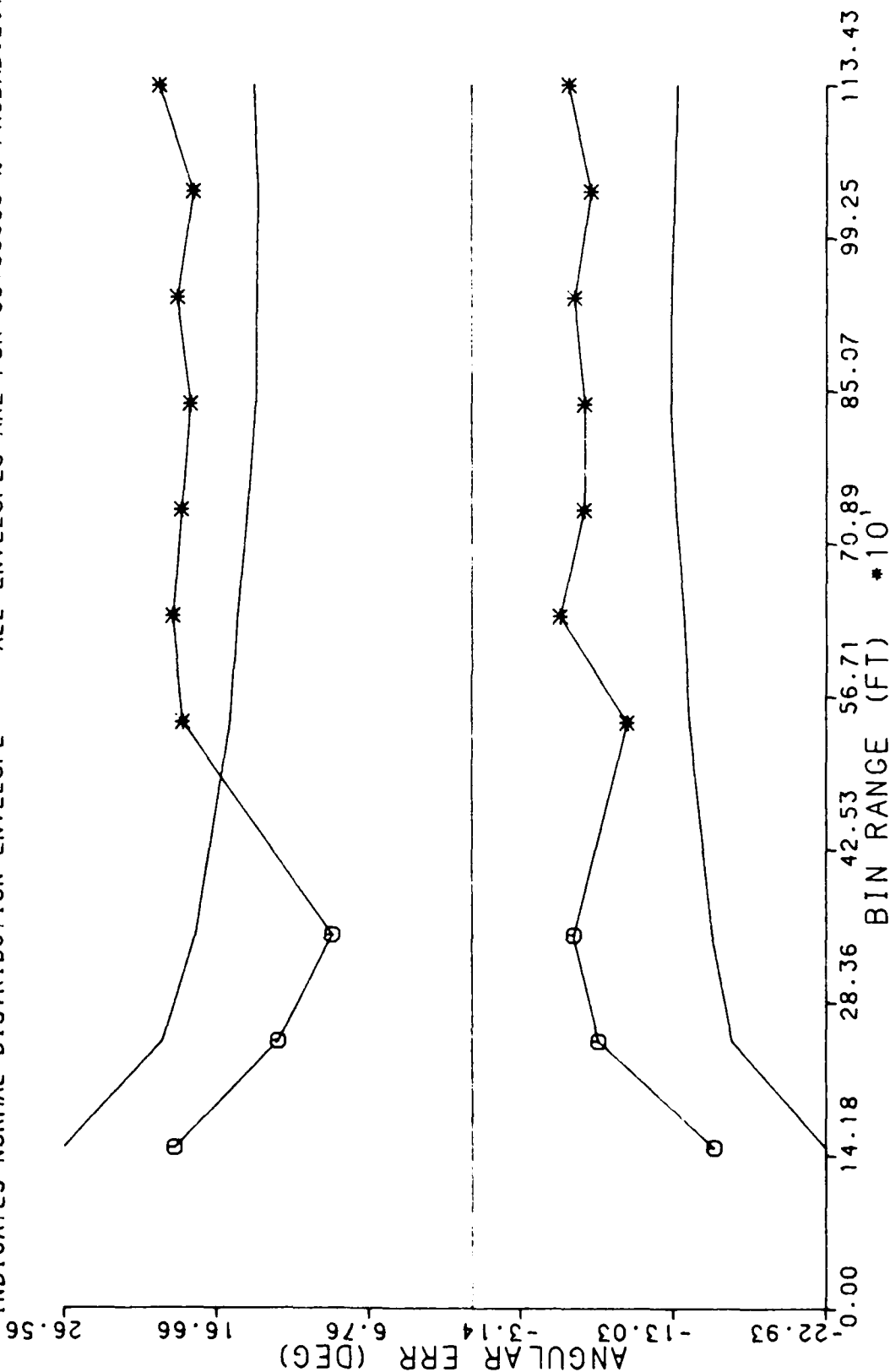
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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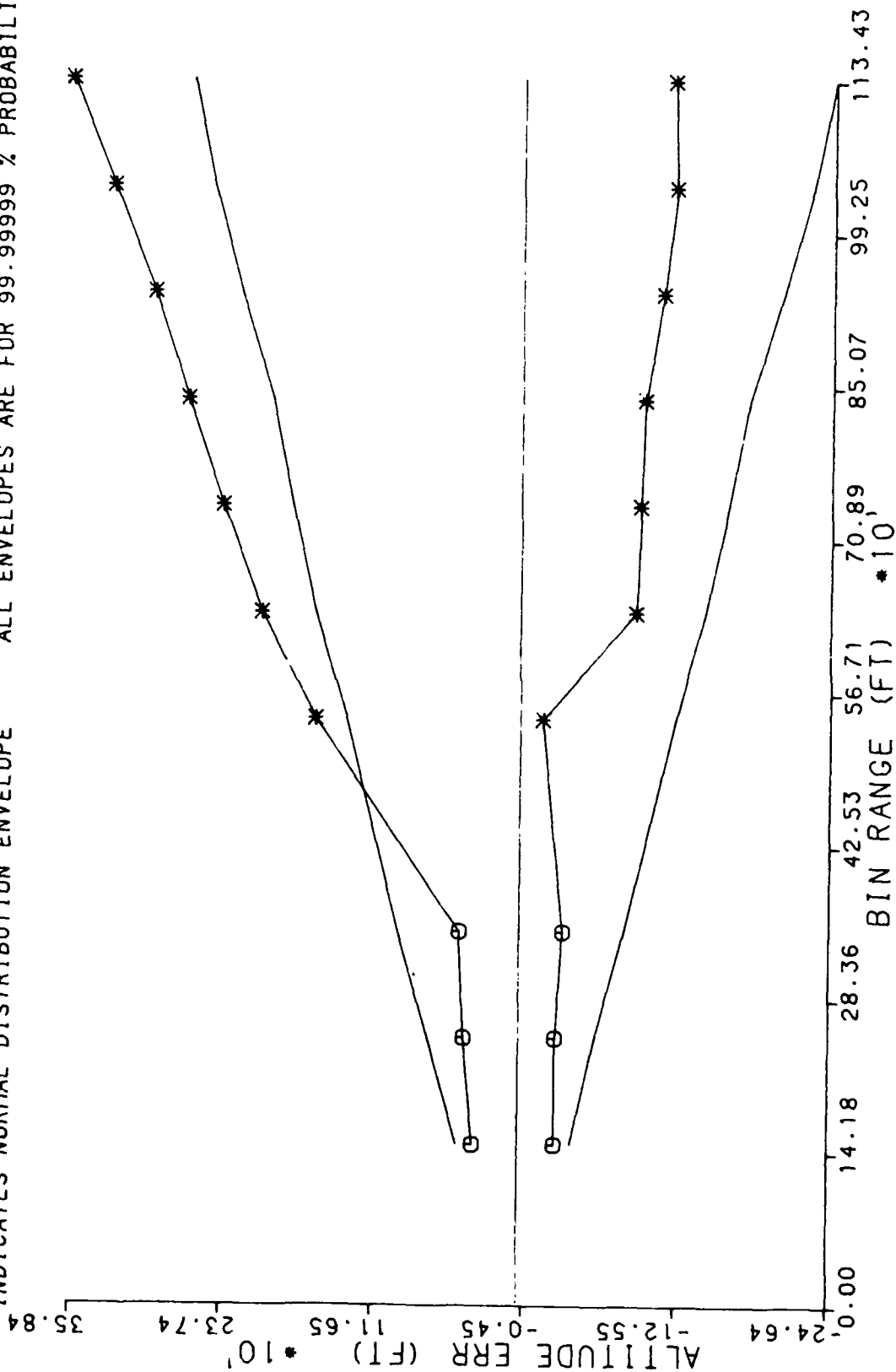
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE CURVED APPROACHES

ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT  
INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ALLAMETIC CITY AIRPORT, NJ 08403

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

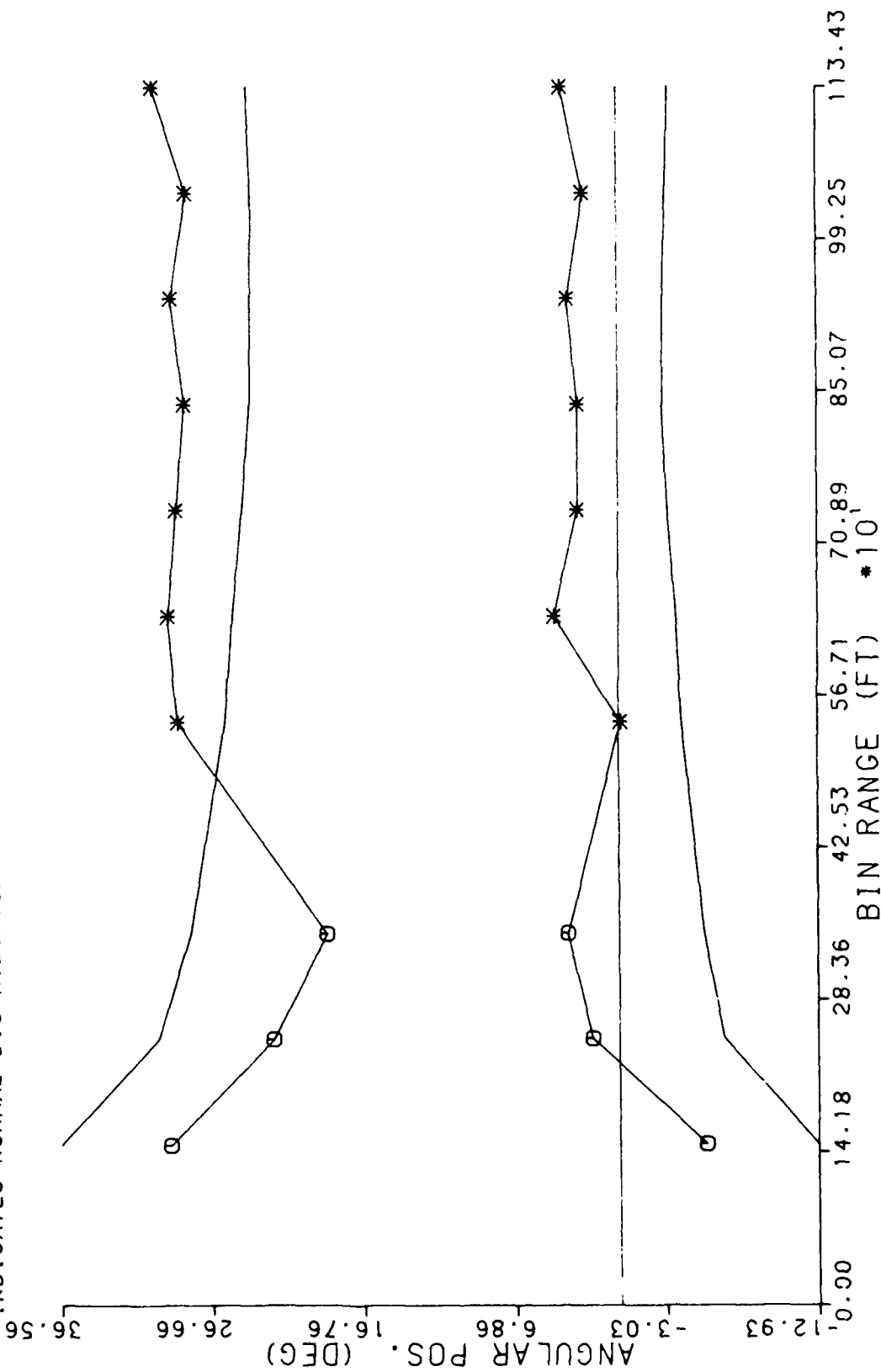
10 DEGREE CURVED APPROACHES

ANGULAR POSITION (DEG) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

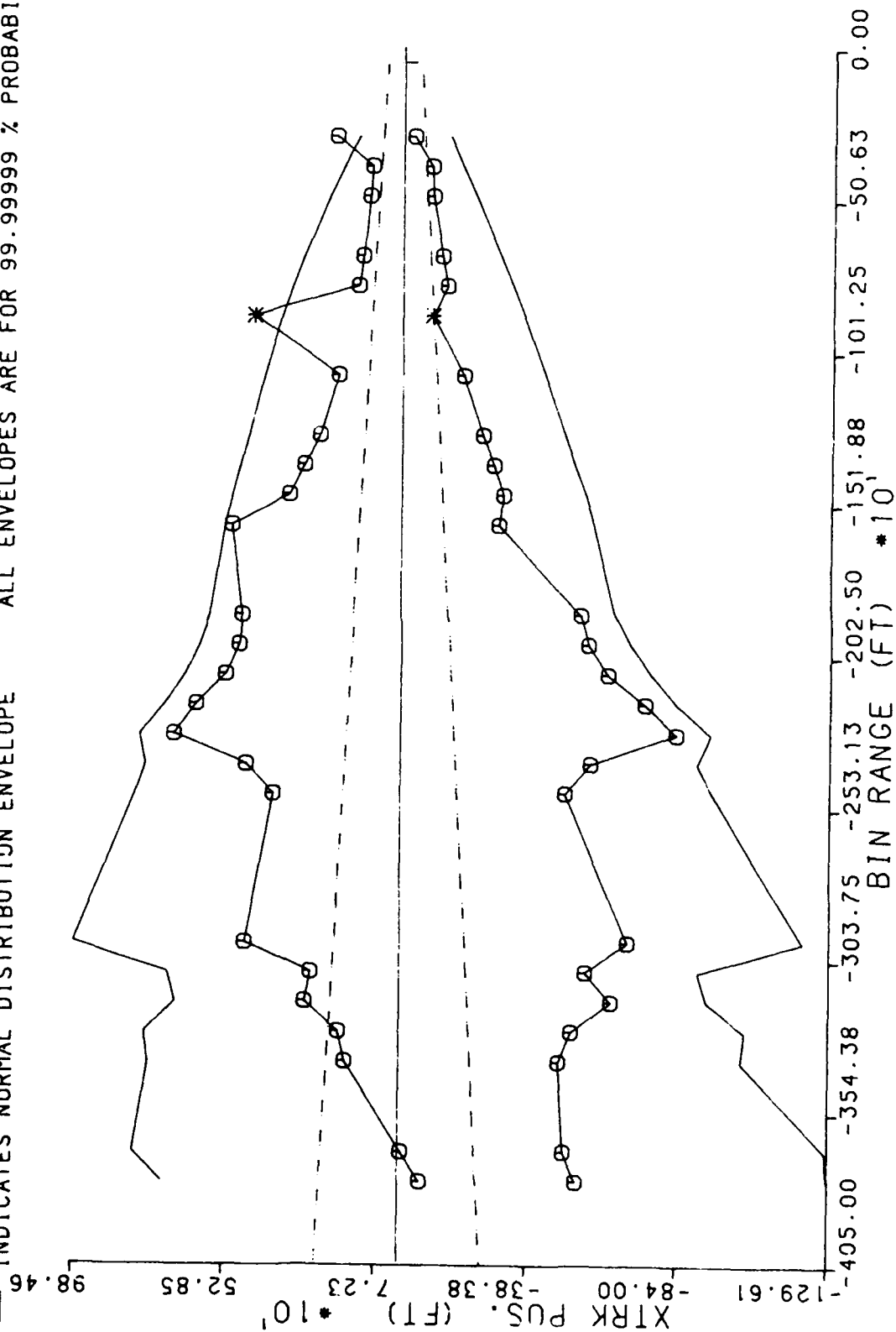
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 7 DEGREE STRAIGHT DEPARTURES

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
O INDICATES BETA DISTRIBUTION RANGE LIMIT \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY

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ATLANTA CITY AIRPORT. NJ 08403





# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

7 DEGREE STRAIGHT DEPARTURES

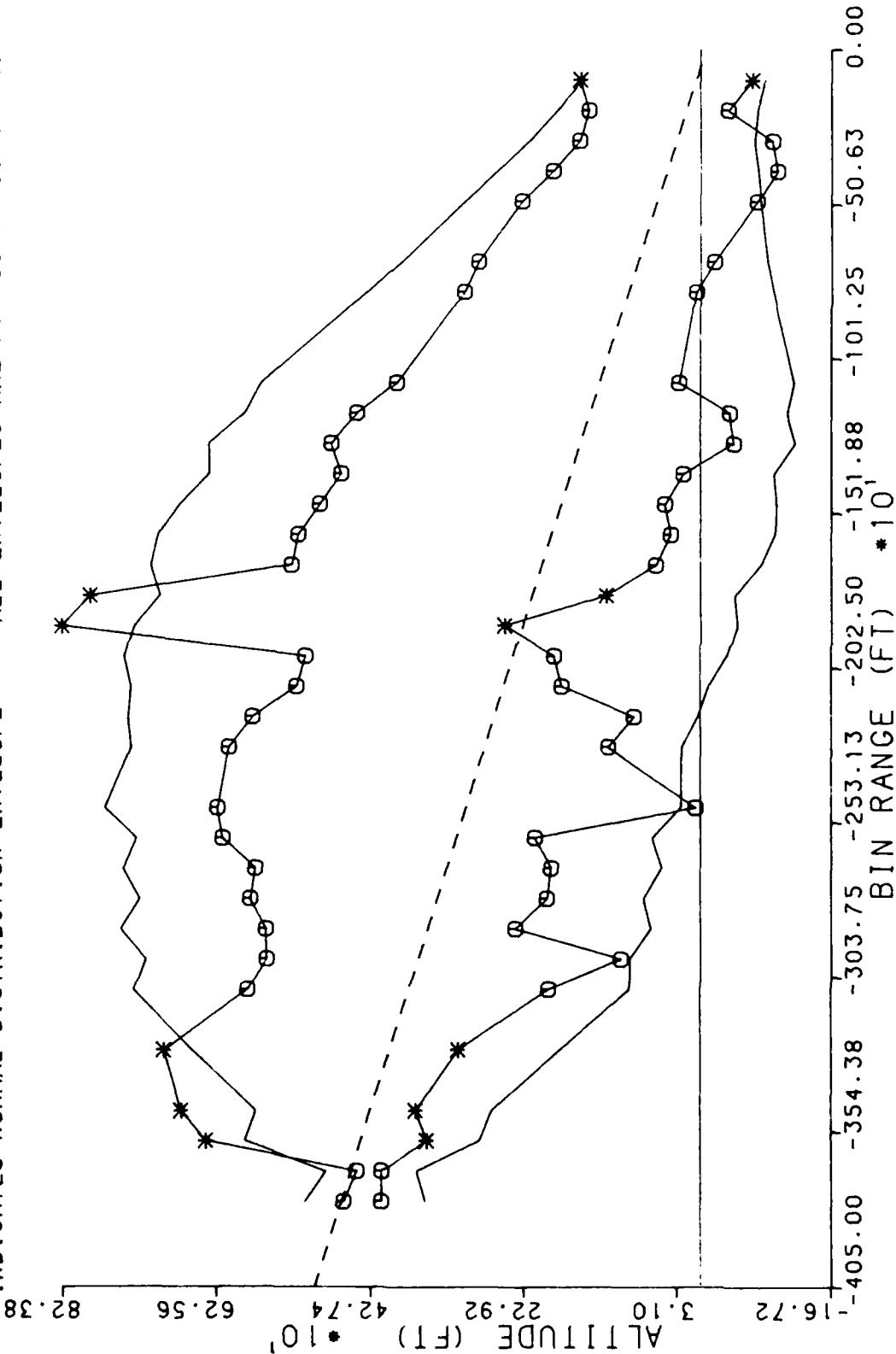
ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08405

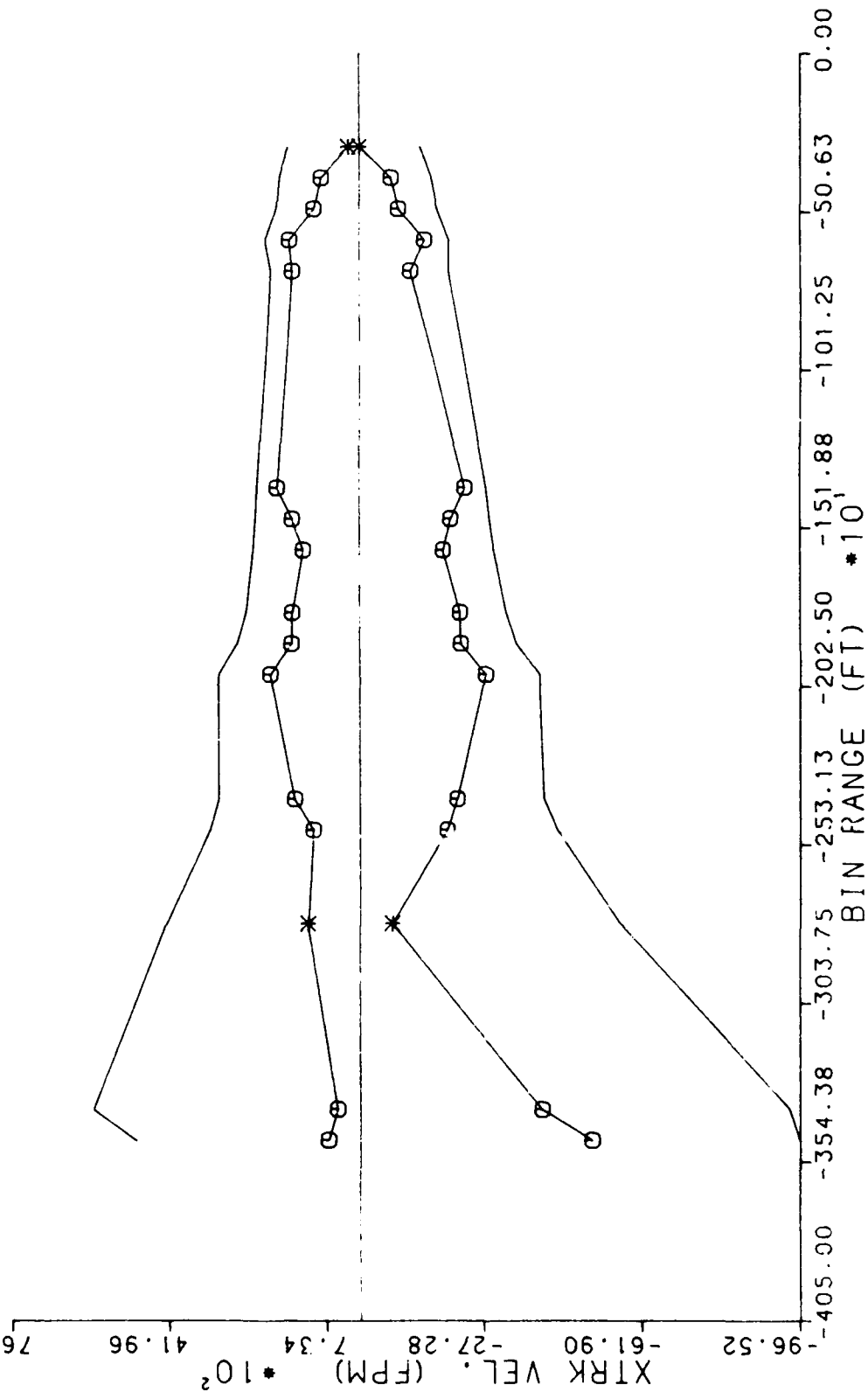
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 7 DEGREE STRAIGHT DEPARTURES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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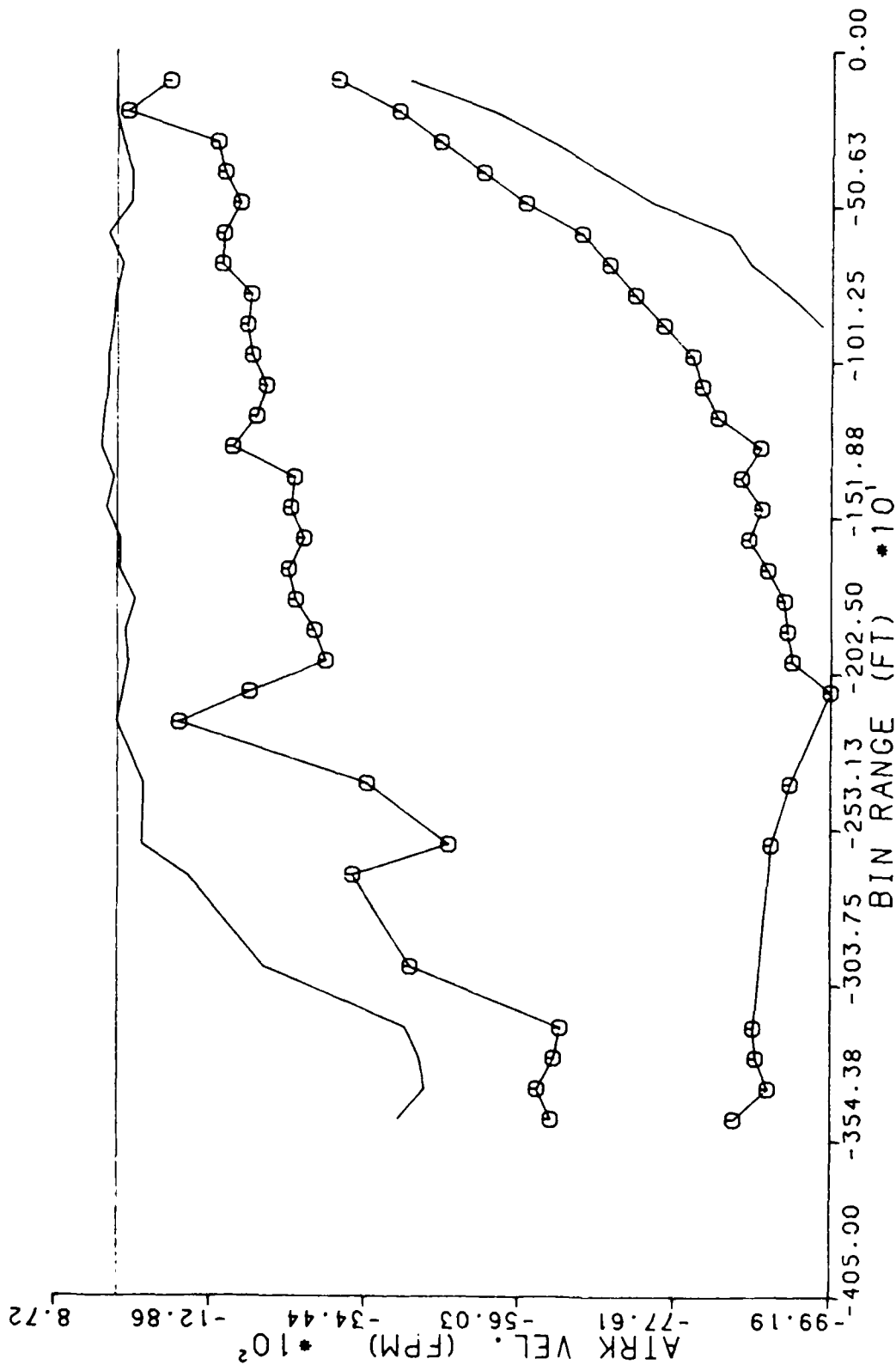
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DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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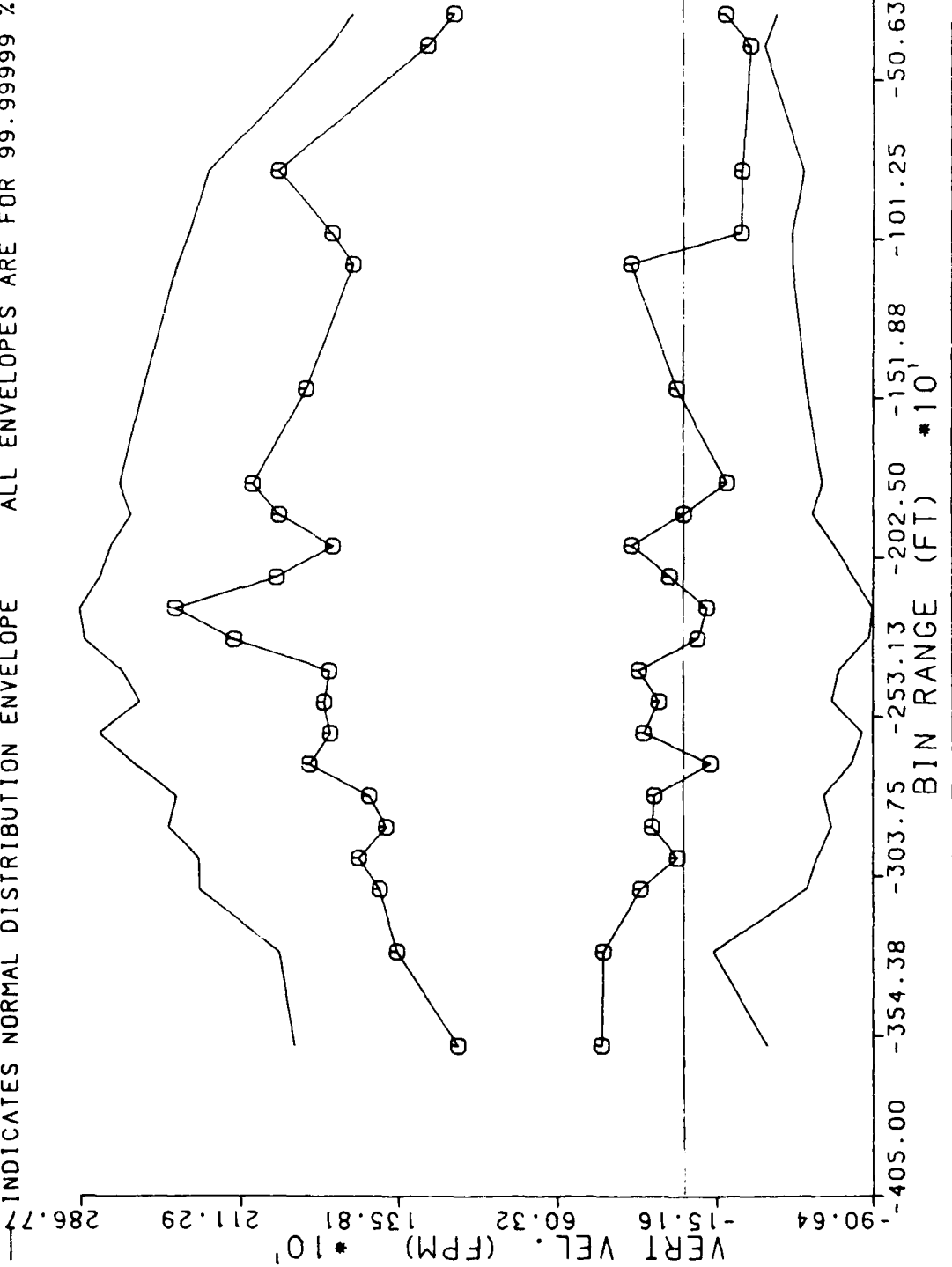


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE STRAIGHT DEPARTURES

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTA, GA 30334

VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 7 DEGREE STRAIGHT DEPARTURES

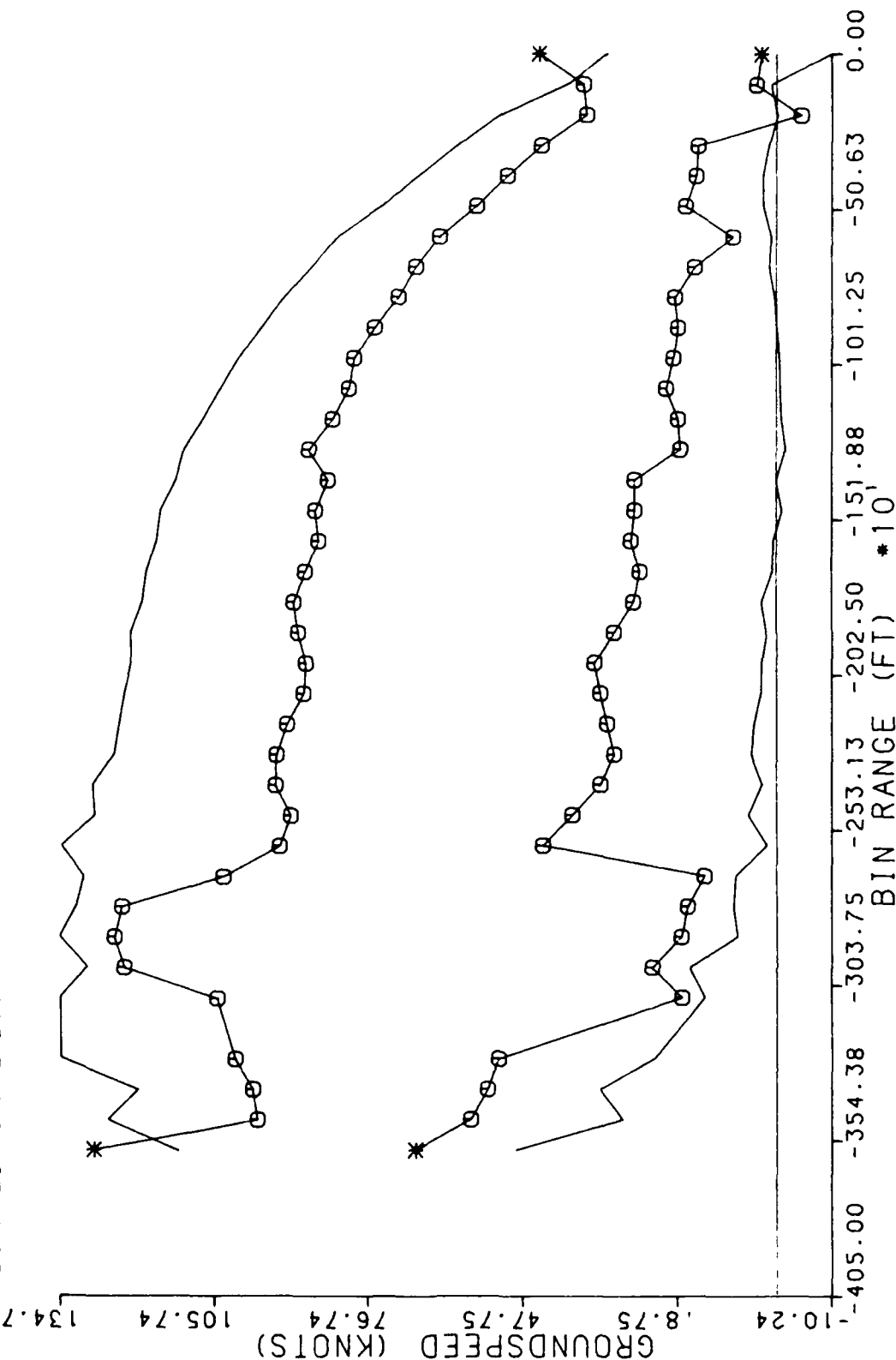
GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

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DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

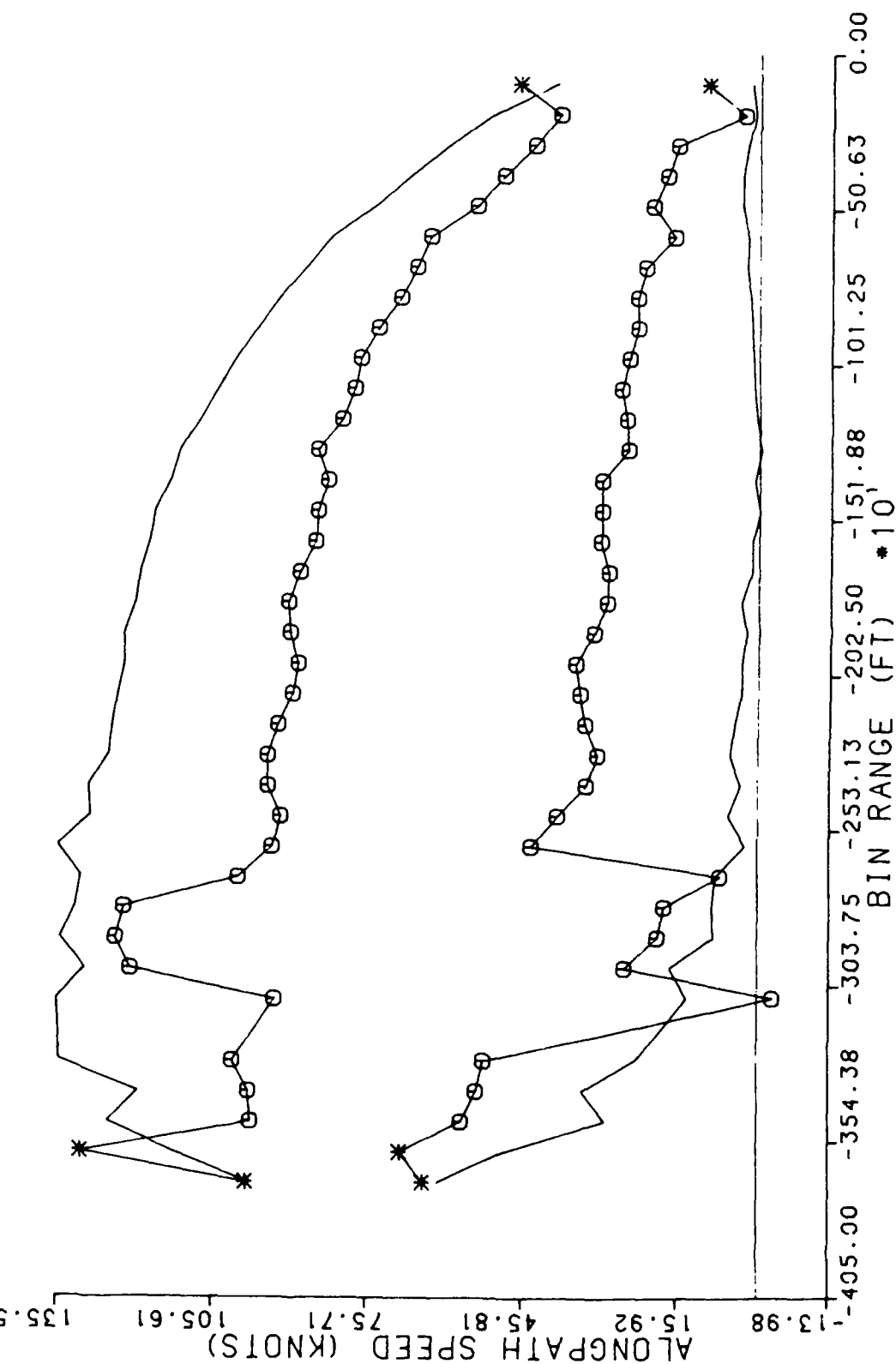


# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 7 DEGREE STRAIGHT DEPARTURES

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

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ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 7 DEGREE STRAIGHT DEPARTURES

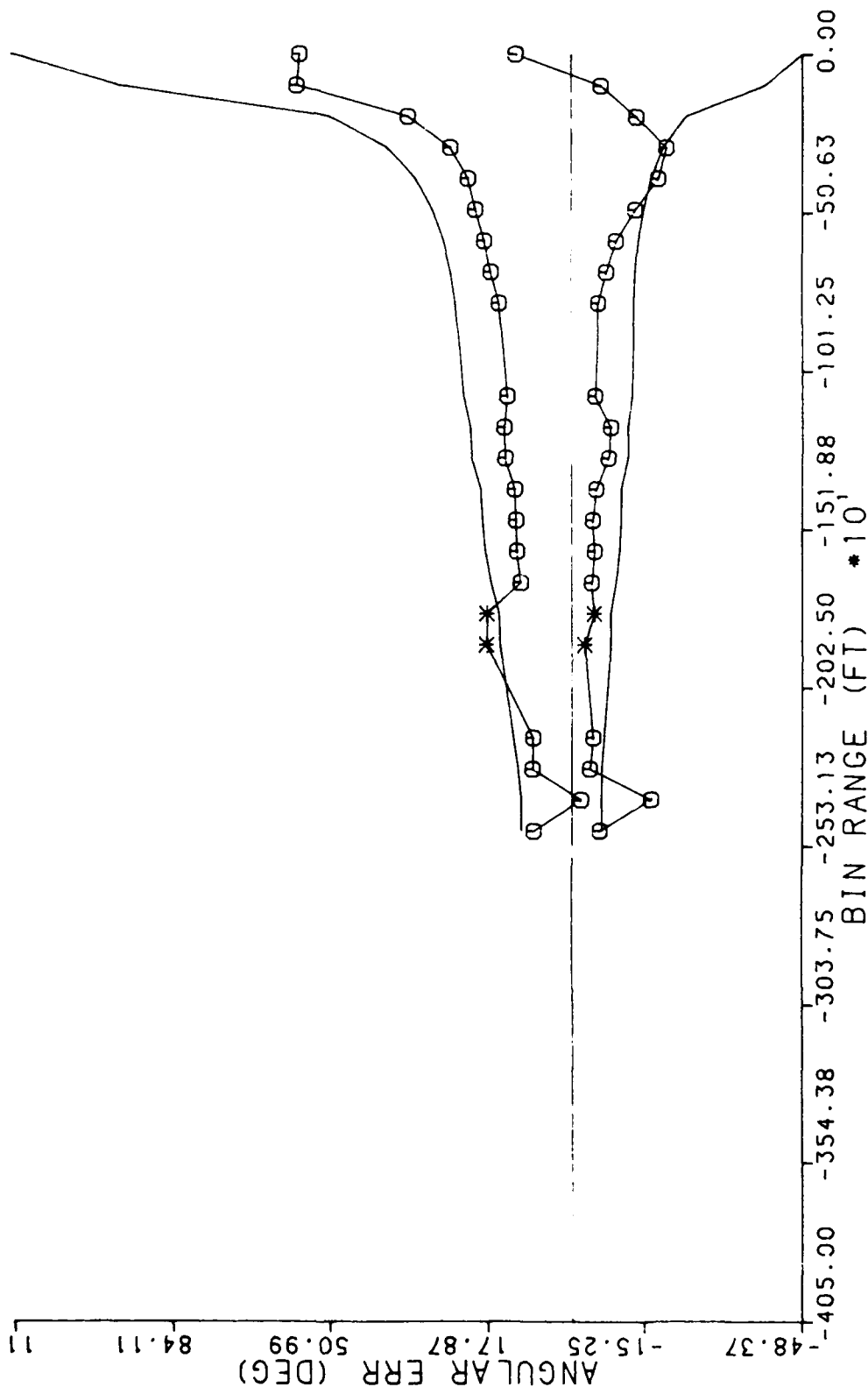
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

7 DEGREE STRAIGHT DEPARTURES

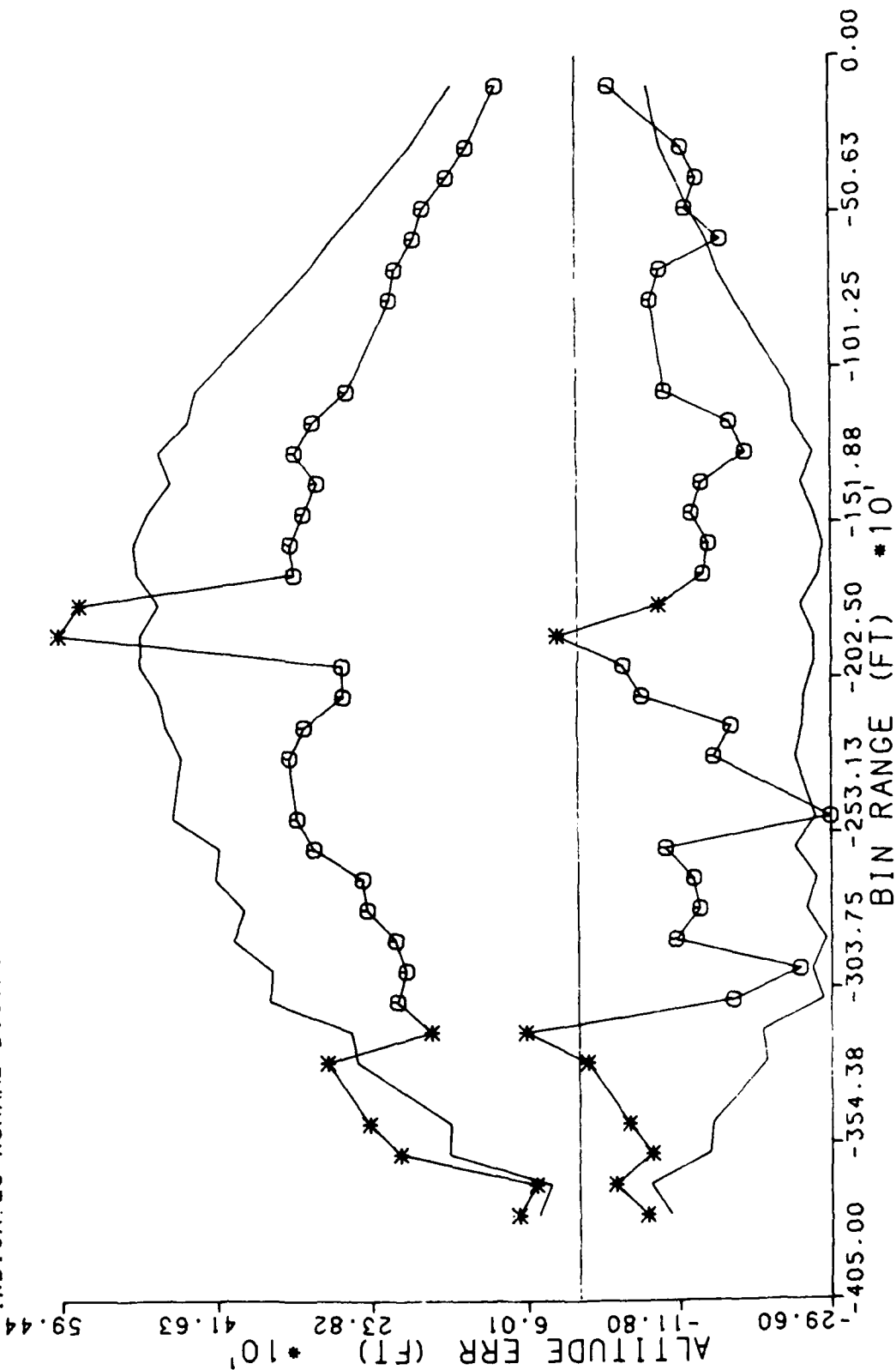
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY





# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

7 DEGREE STRAIGHT DEPARTURES

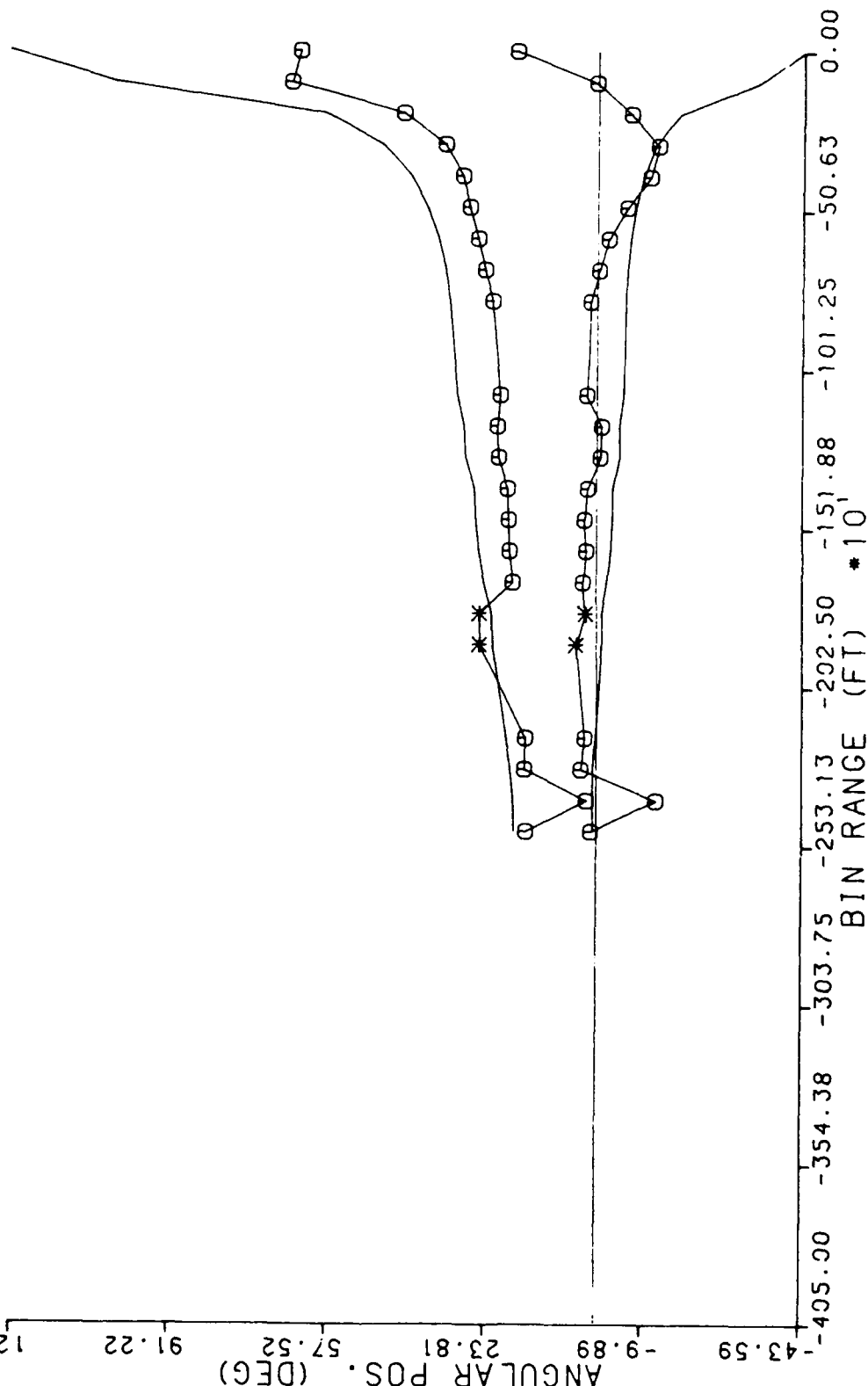
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

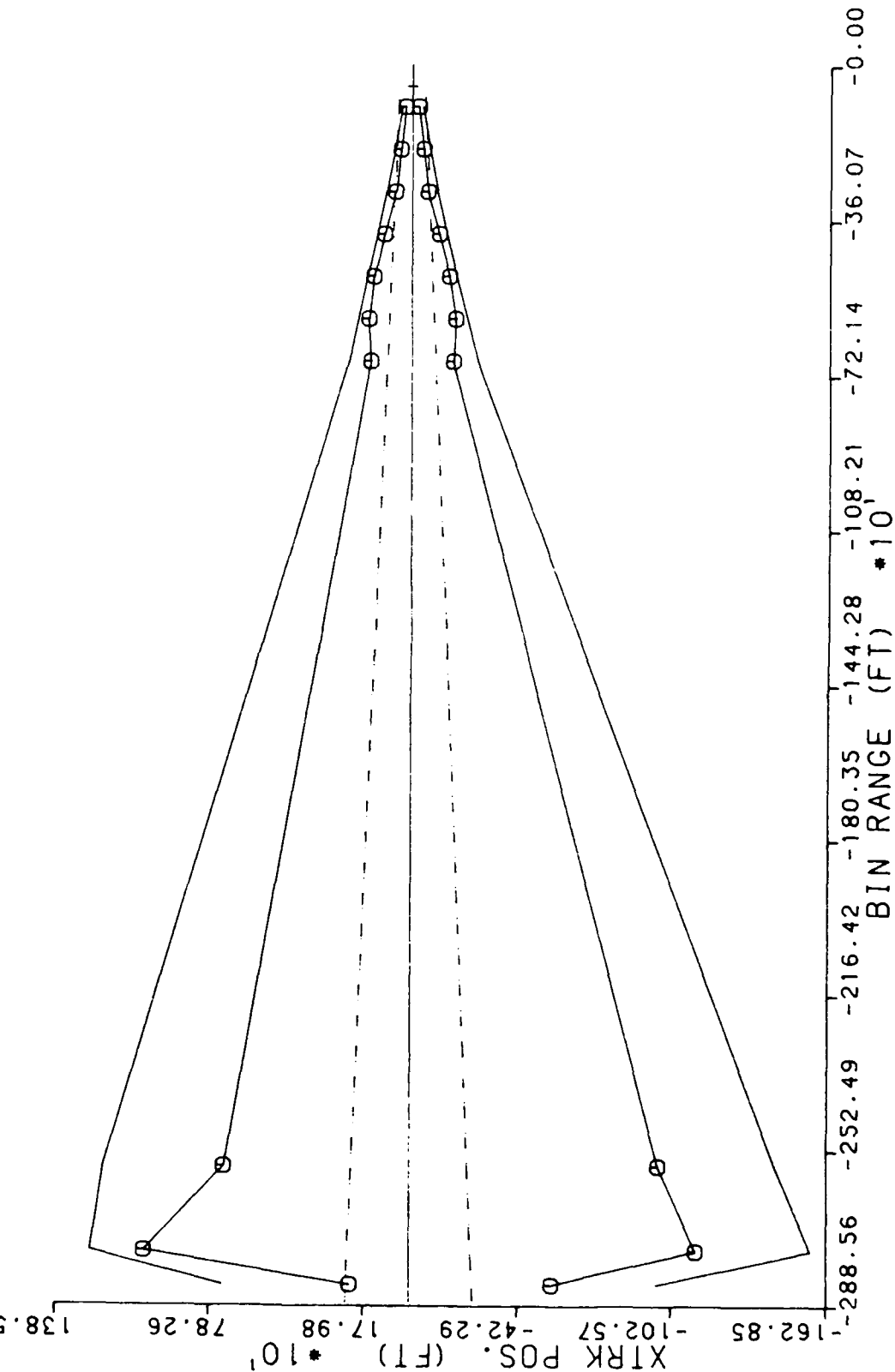
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 10 DEGREE STRAIGHT DEPARTURES

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTA CITY AIRPORT. NJ 08405

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) --- INDICATES FAA APPROACH SURFACE  
 \*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 --- INDICATES NORMAL DISTRIBUTION ENVELOPE  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

10 DEGREE STRAIGHT DEPARTURES

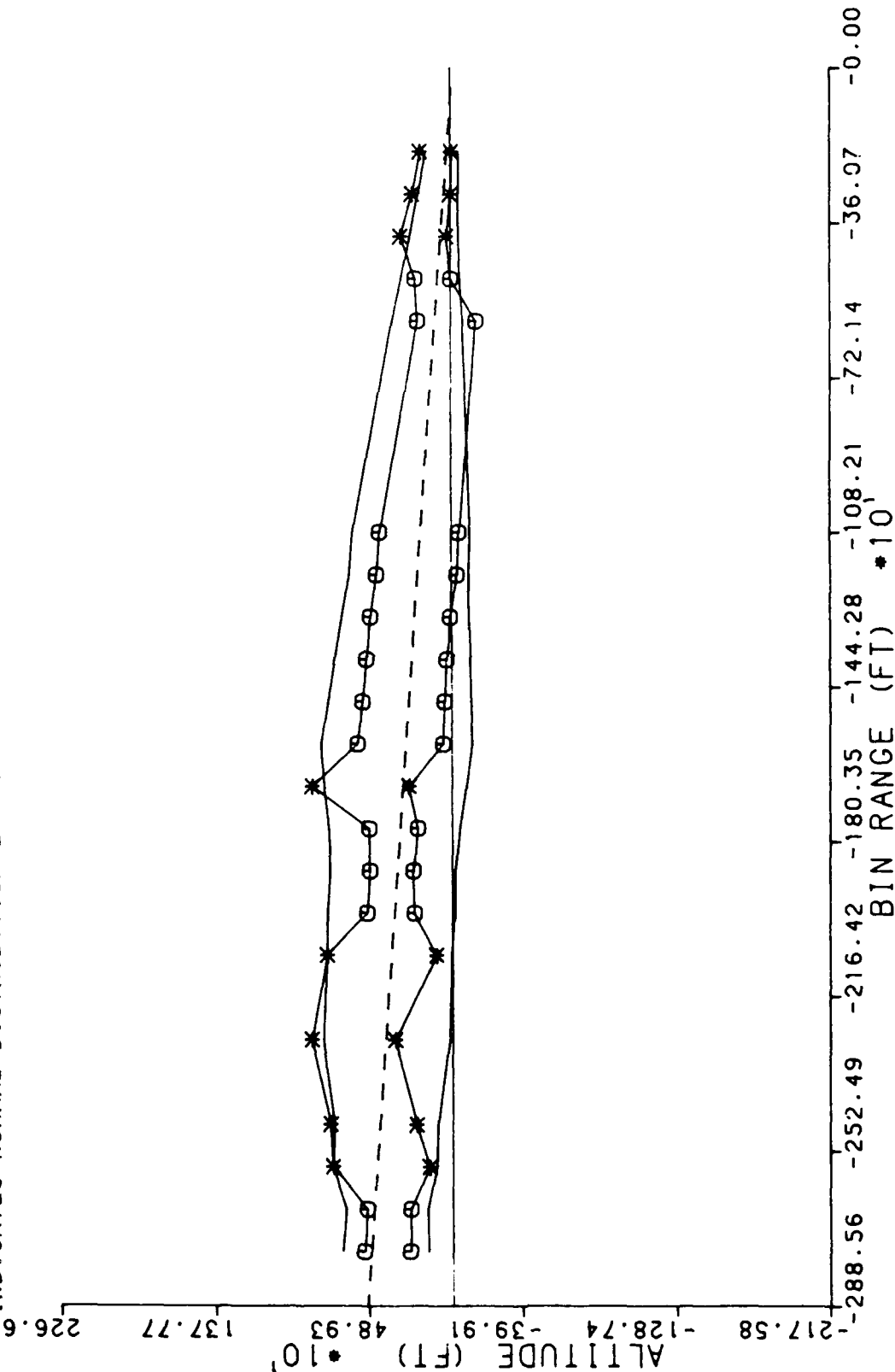
ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



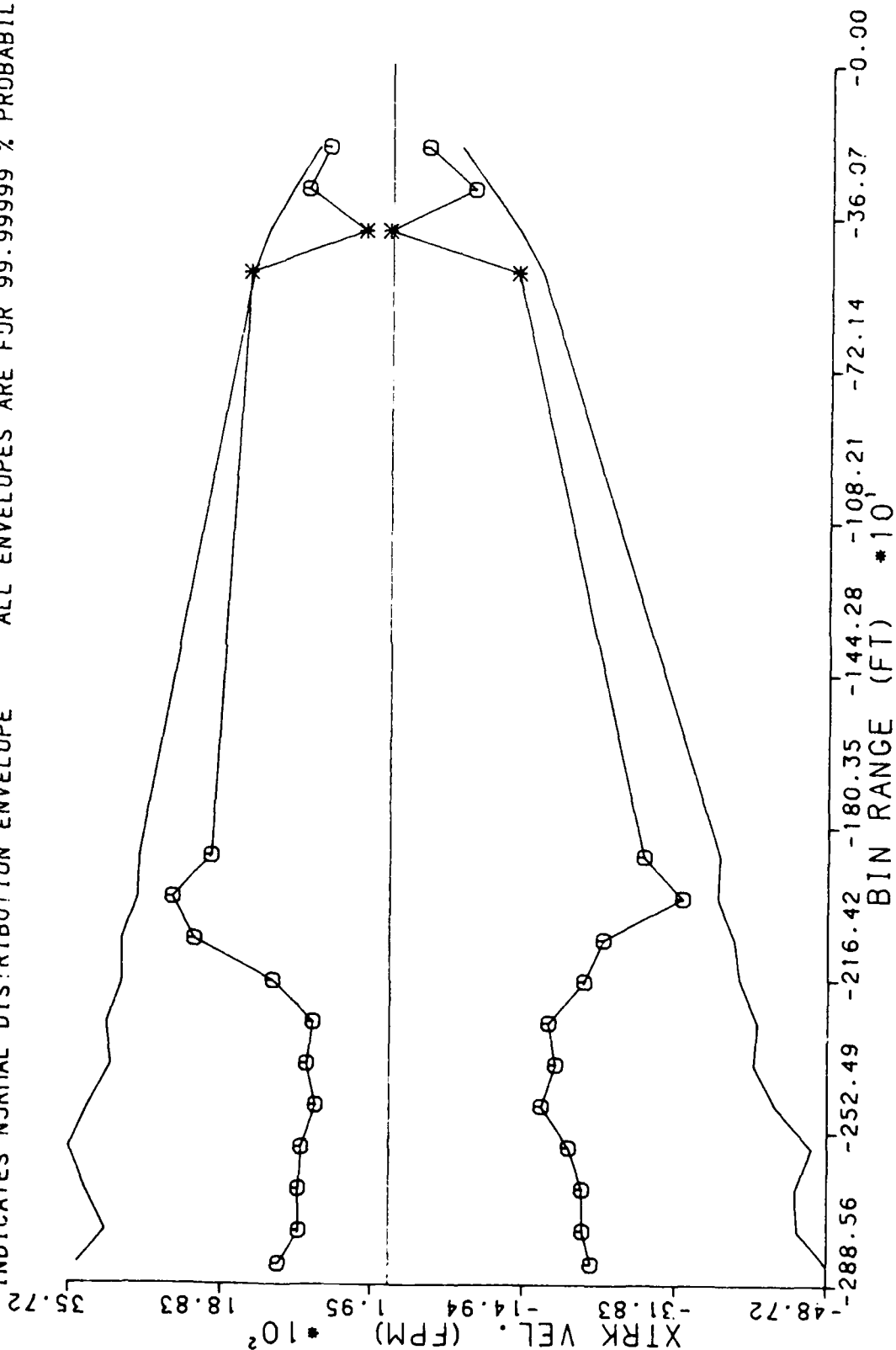
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE STRAIGHT DEPARTURES

CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

10 DEGREE STRAIGHT DEPARTURES

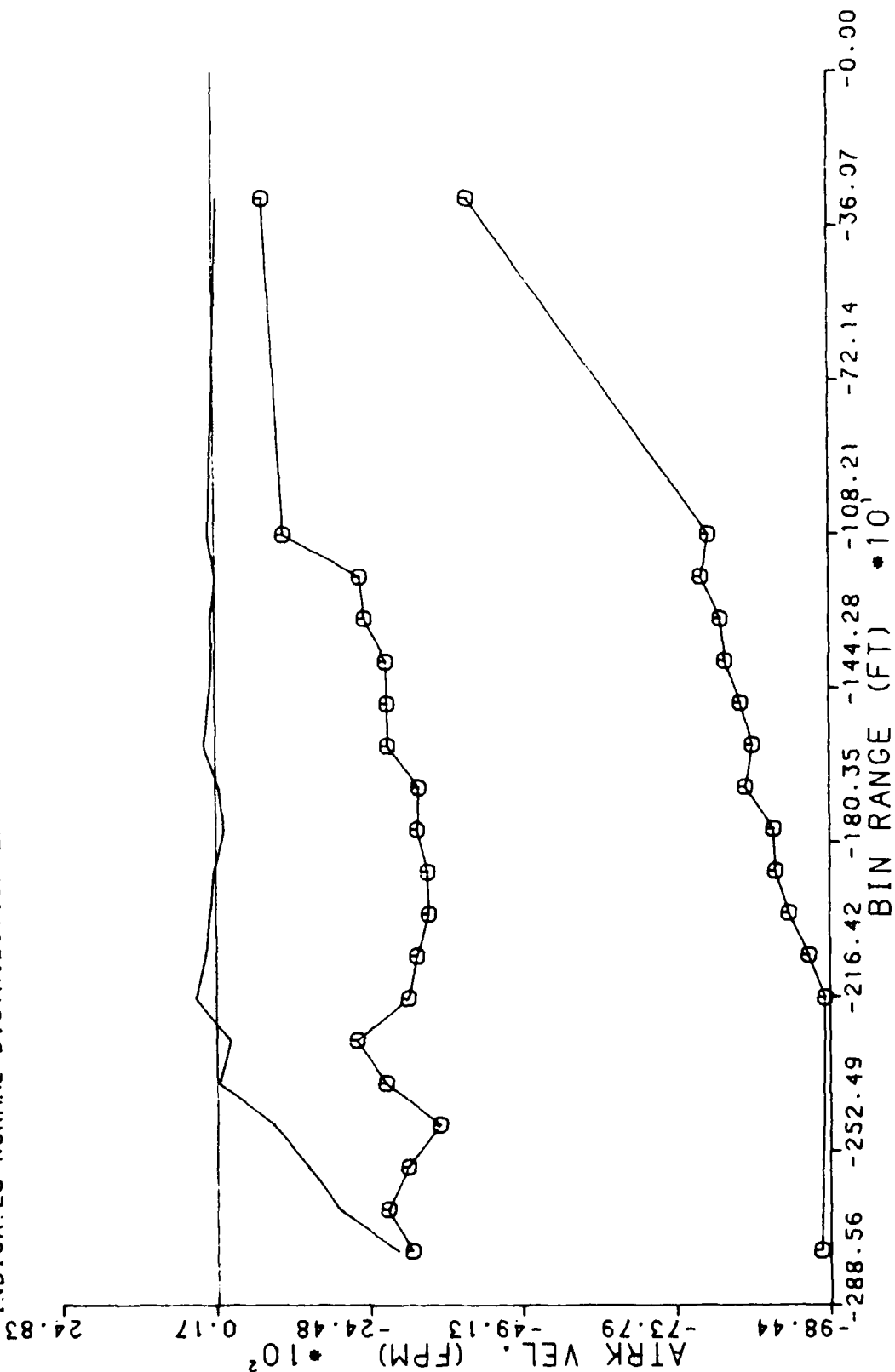
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTA CITY AIRPORT, GA 30435

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE STRAIGHT DEPARTURES

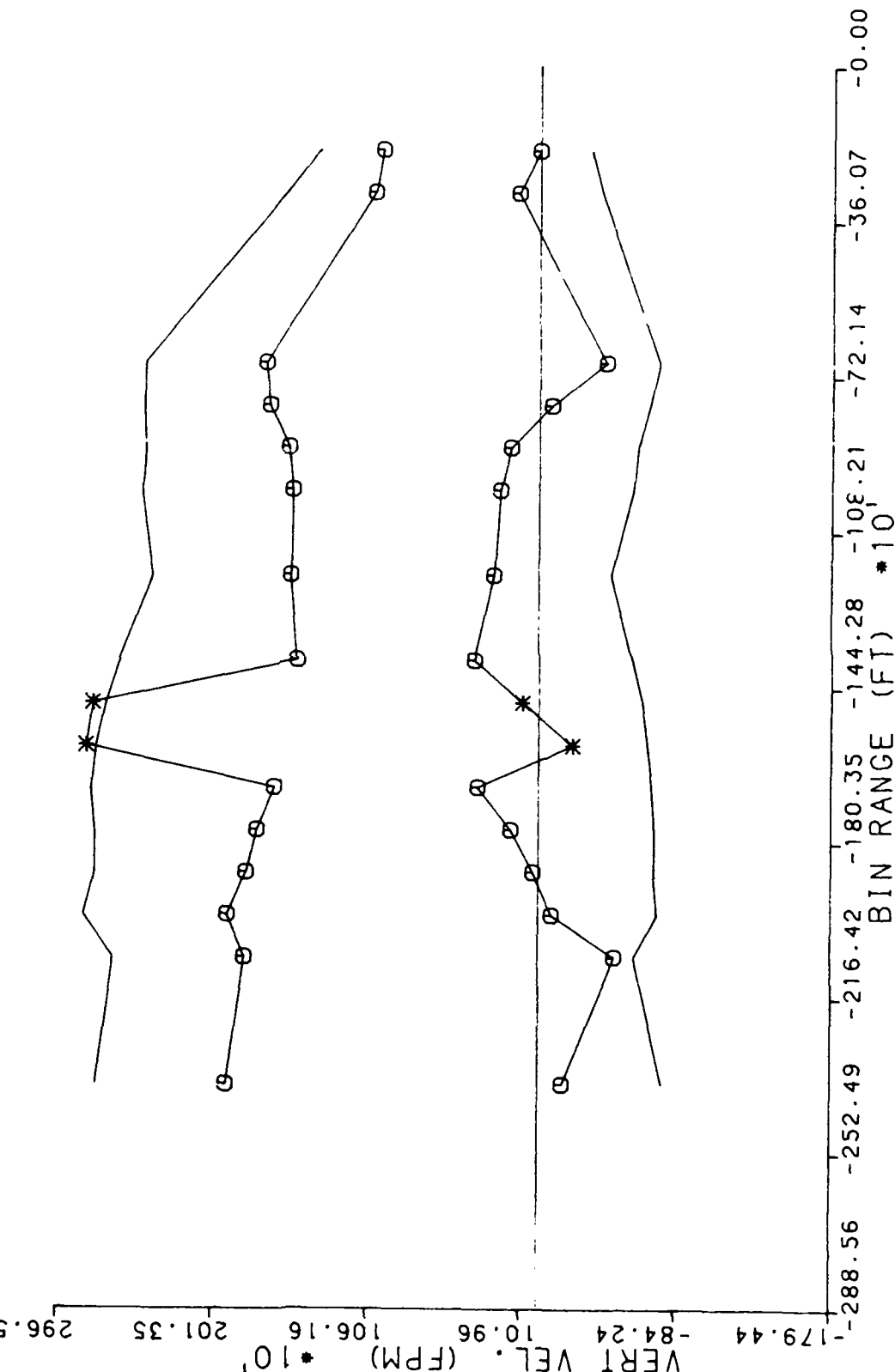
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08405

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

10 DEGREE STRAIGHT DEPARTURES

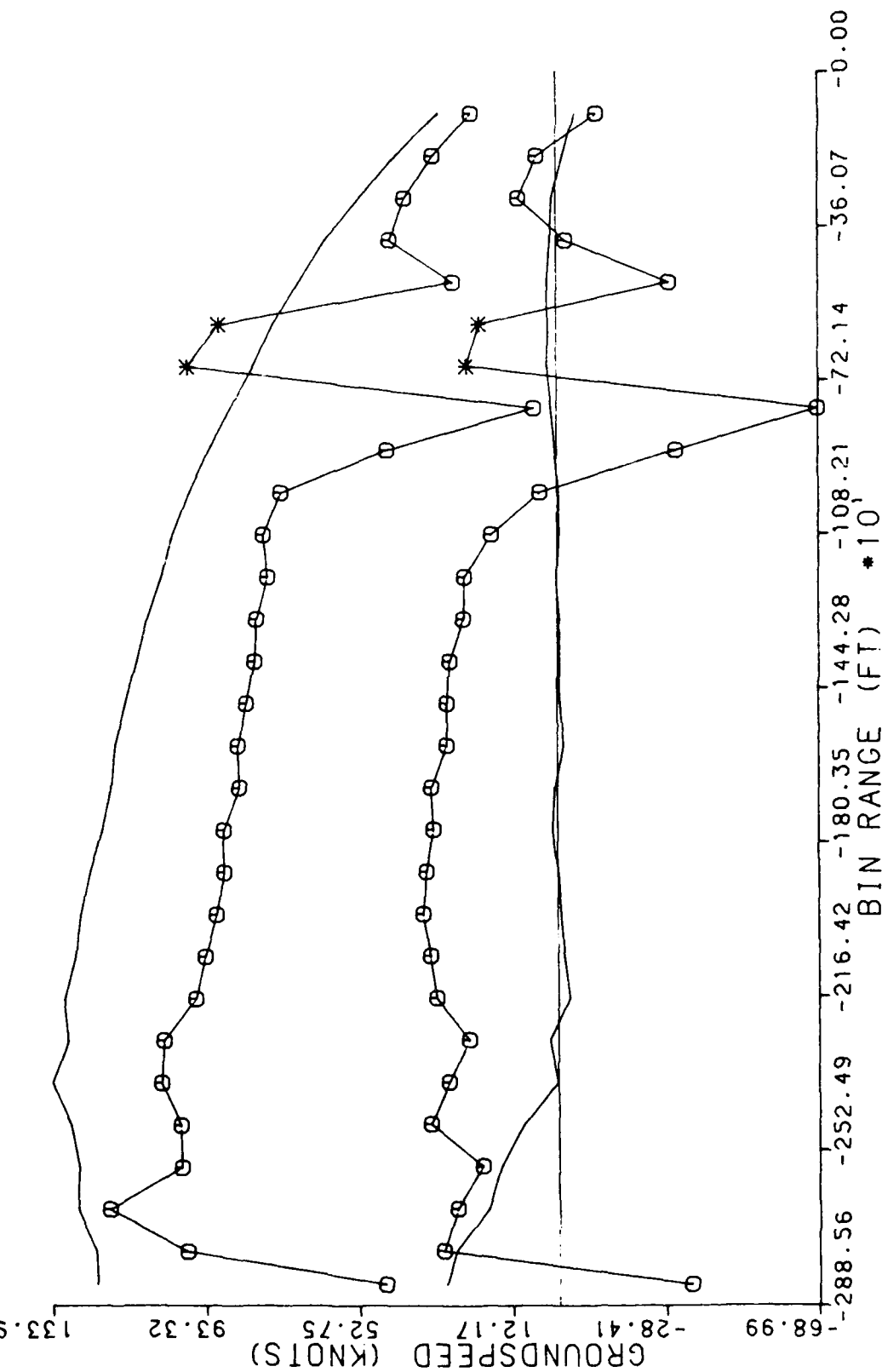
GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 10 DEGREE STRAIGHT DEPARTURES

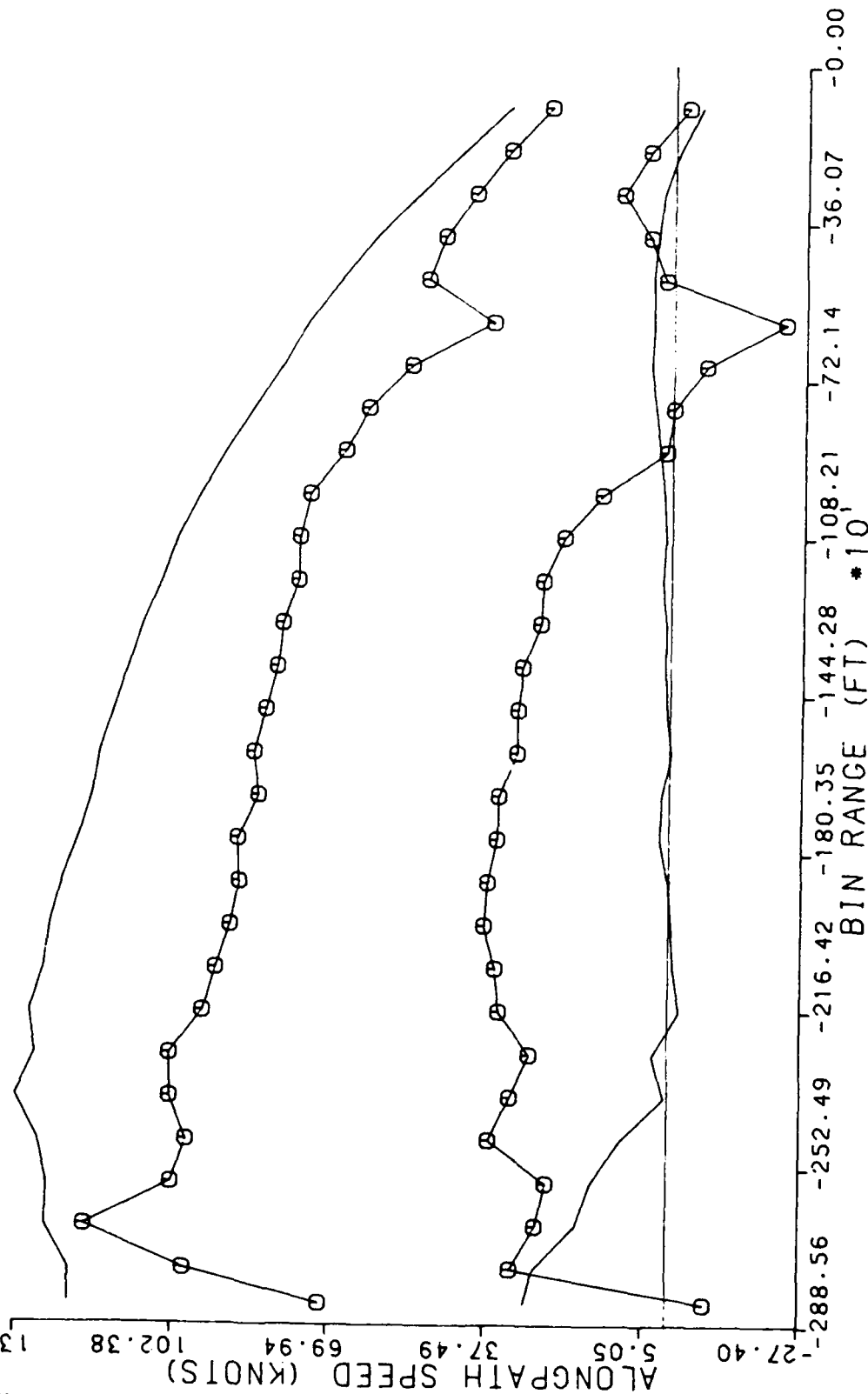
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT: NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



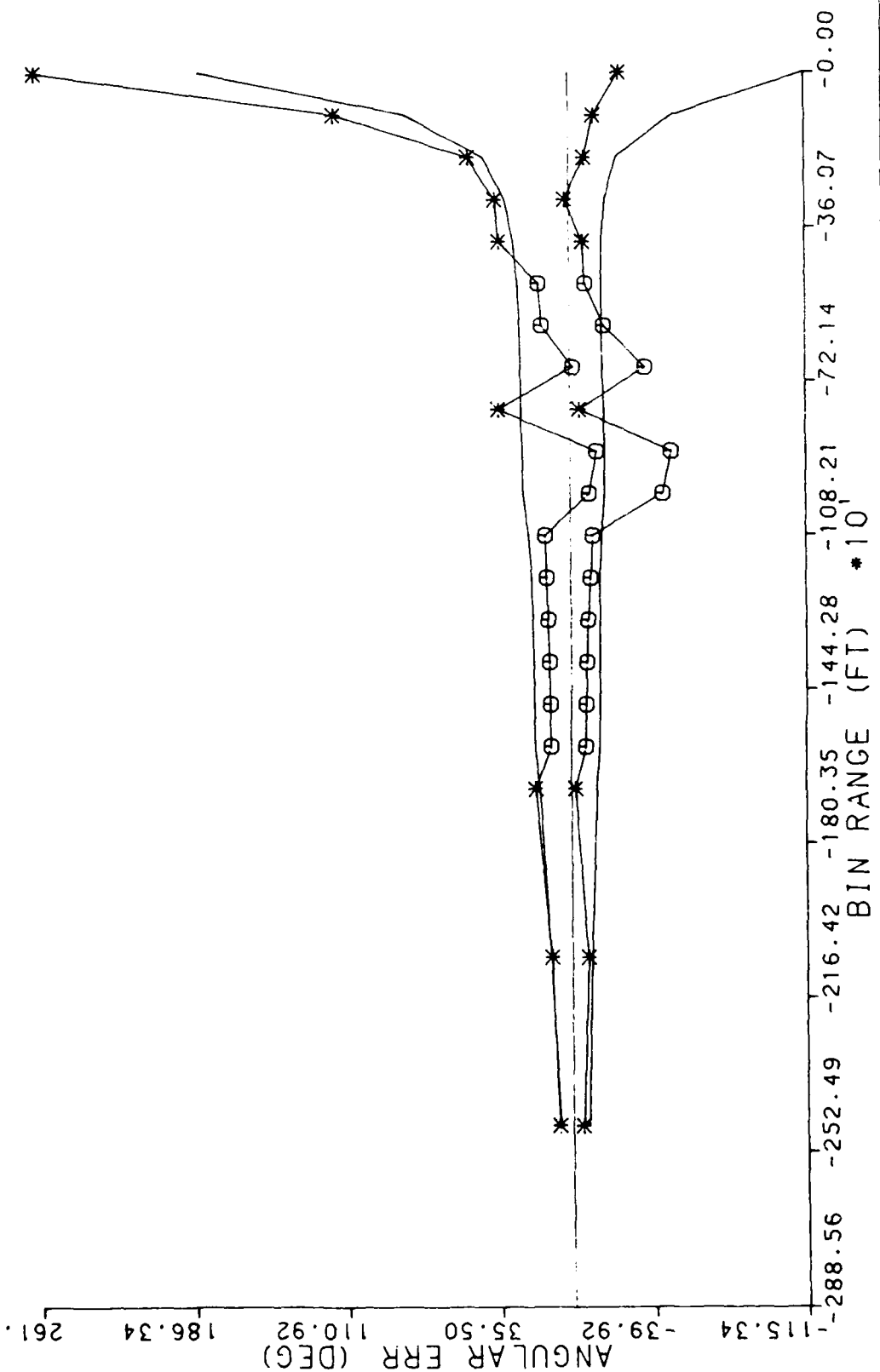


# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

10 DEGREE STRAIGHT DEPARTURES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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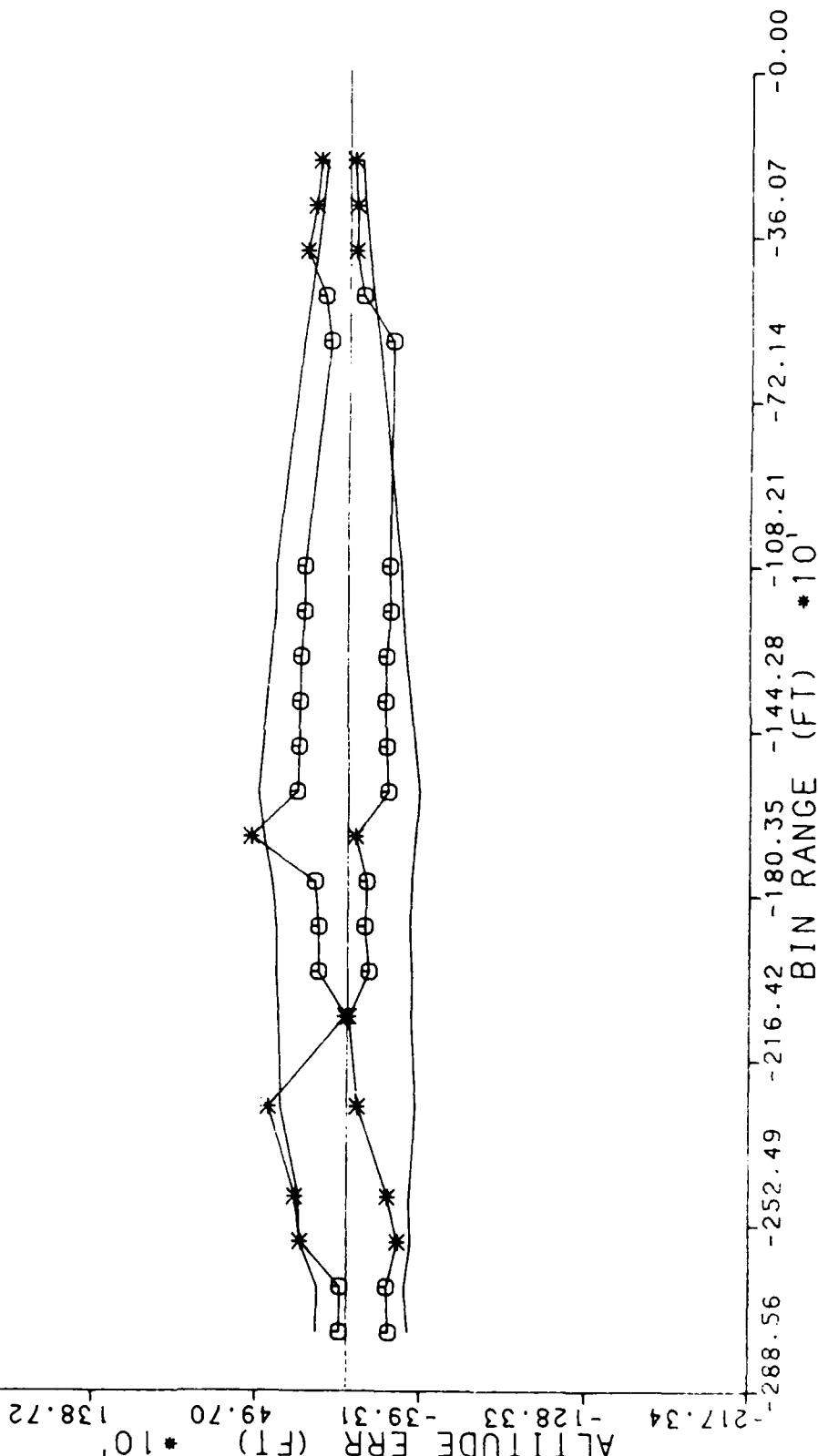


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE STRAIGHT DEPARTURES

ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT  
INDICATES NORMAL DISTRIBUTION ENVELOPE

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

10 DEGREE STRAIGHT DEPARTURES

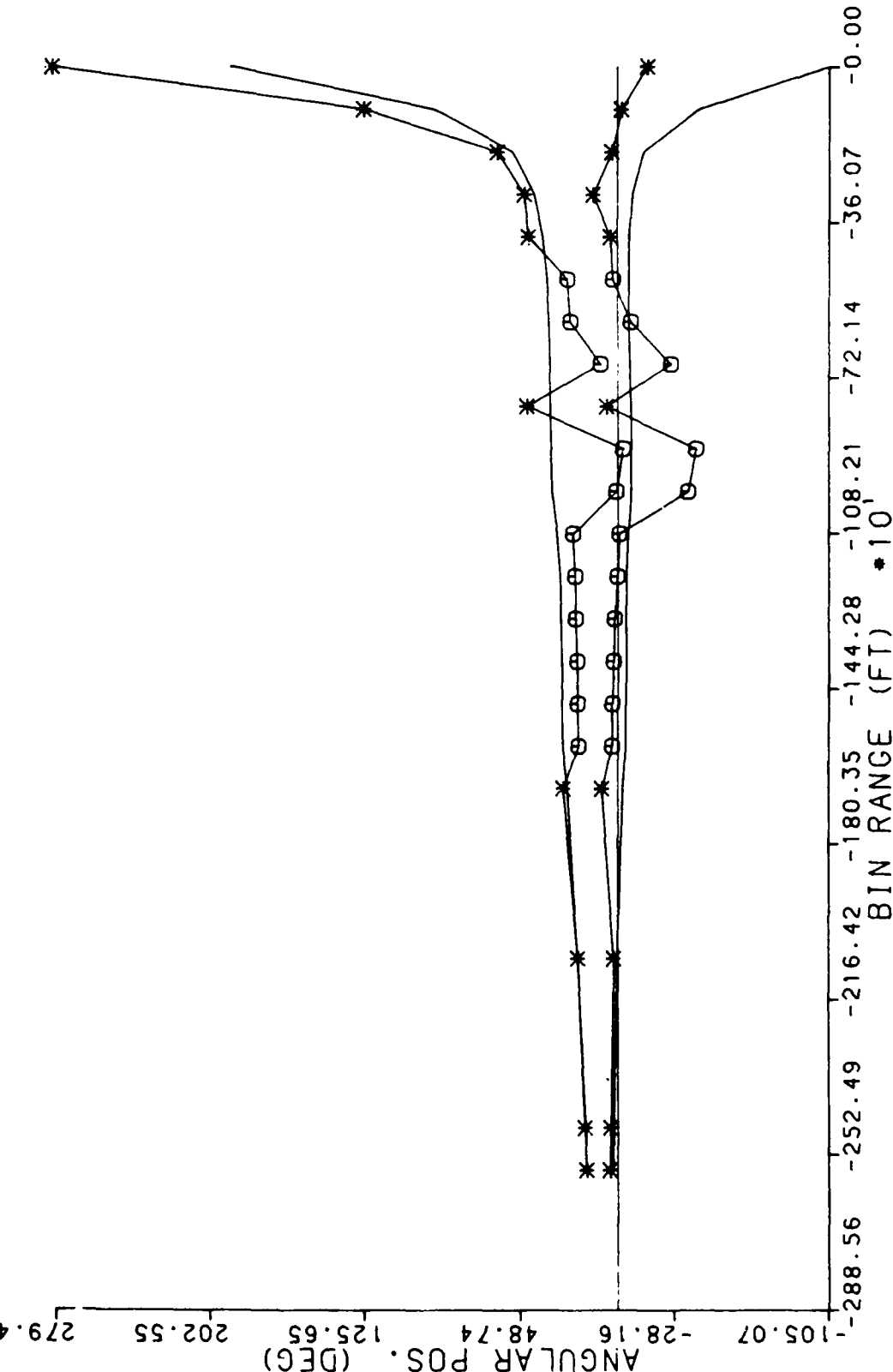
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)

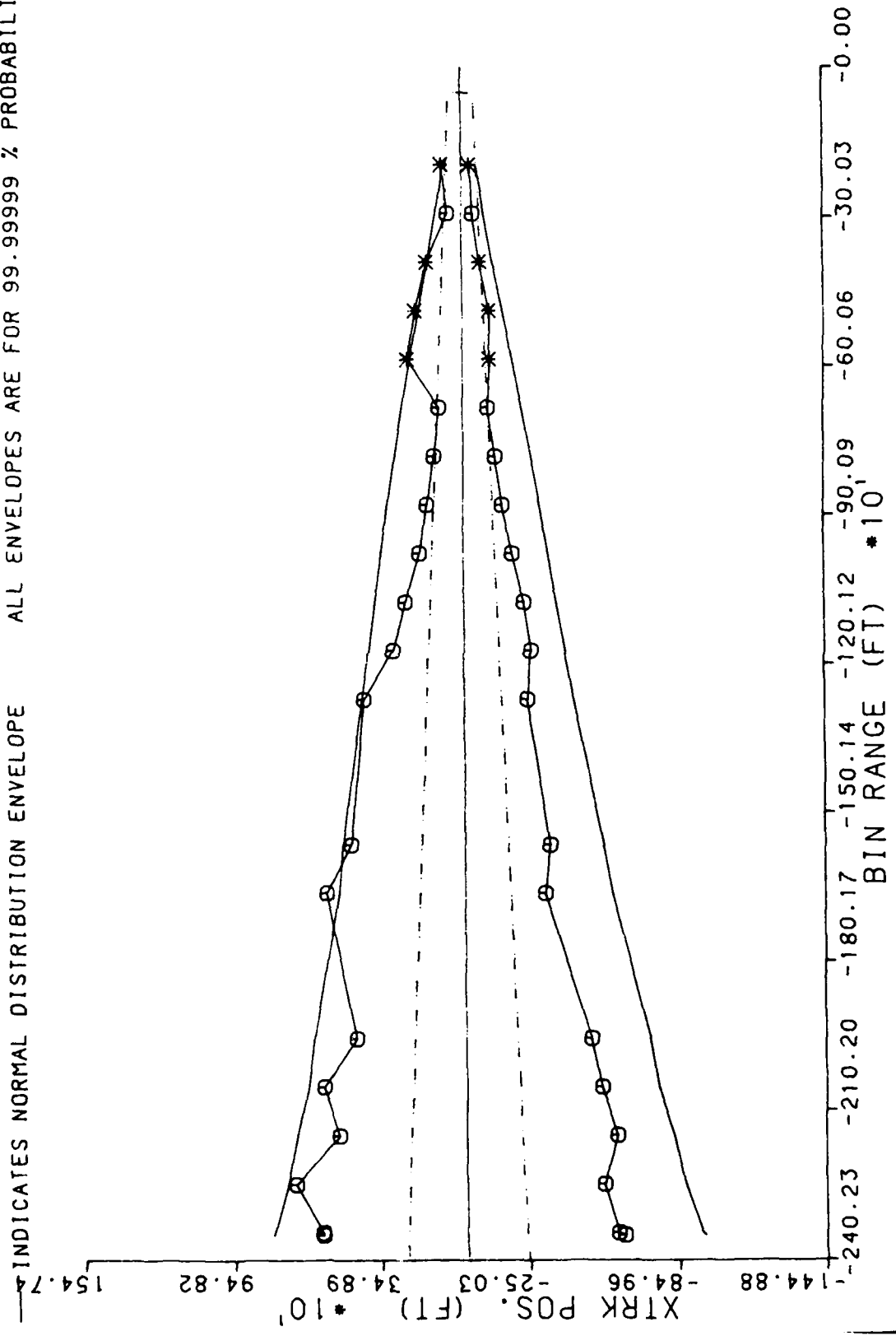
○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY





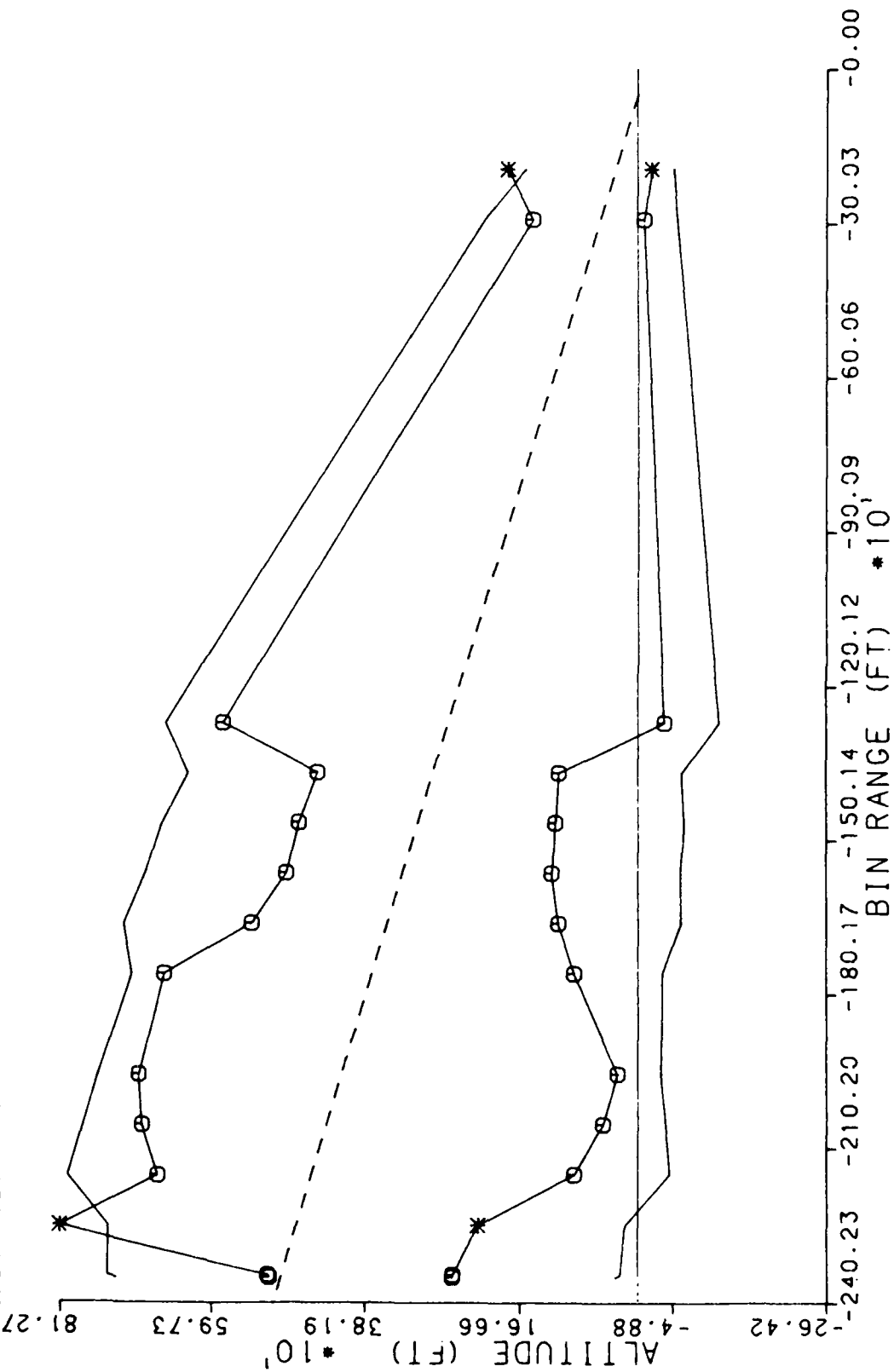
# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 12 DEGREE STRAIGHT DEPARTURES

ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTA CITY AIRPORT: 3J 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



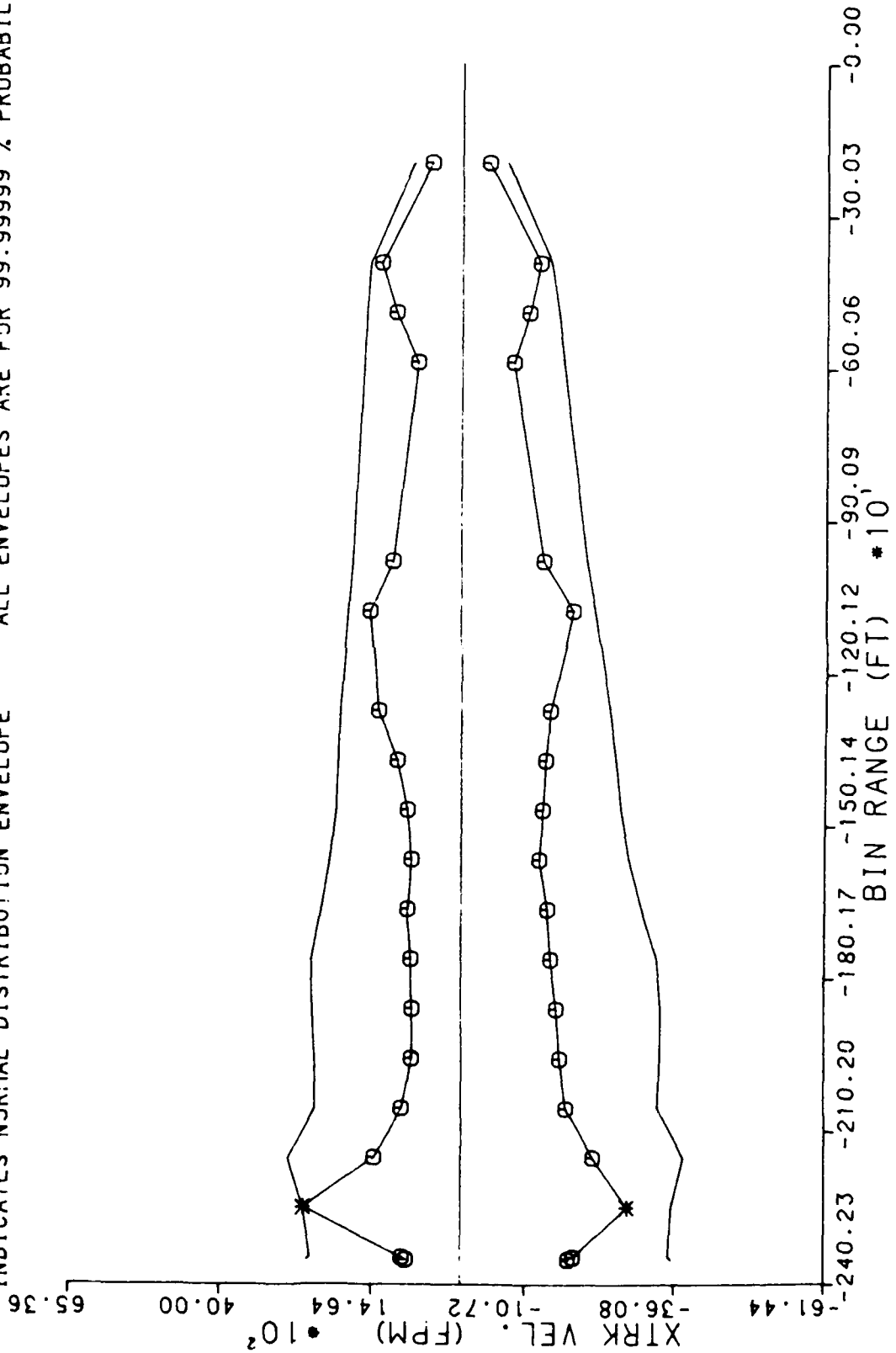
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 12 DEGREE STRAIGHT DEPARTURES

CROSS-TRACK VELOCITY (FT) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

12 DEGREE STRAIGHT DEPARTURES

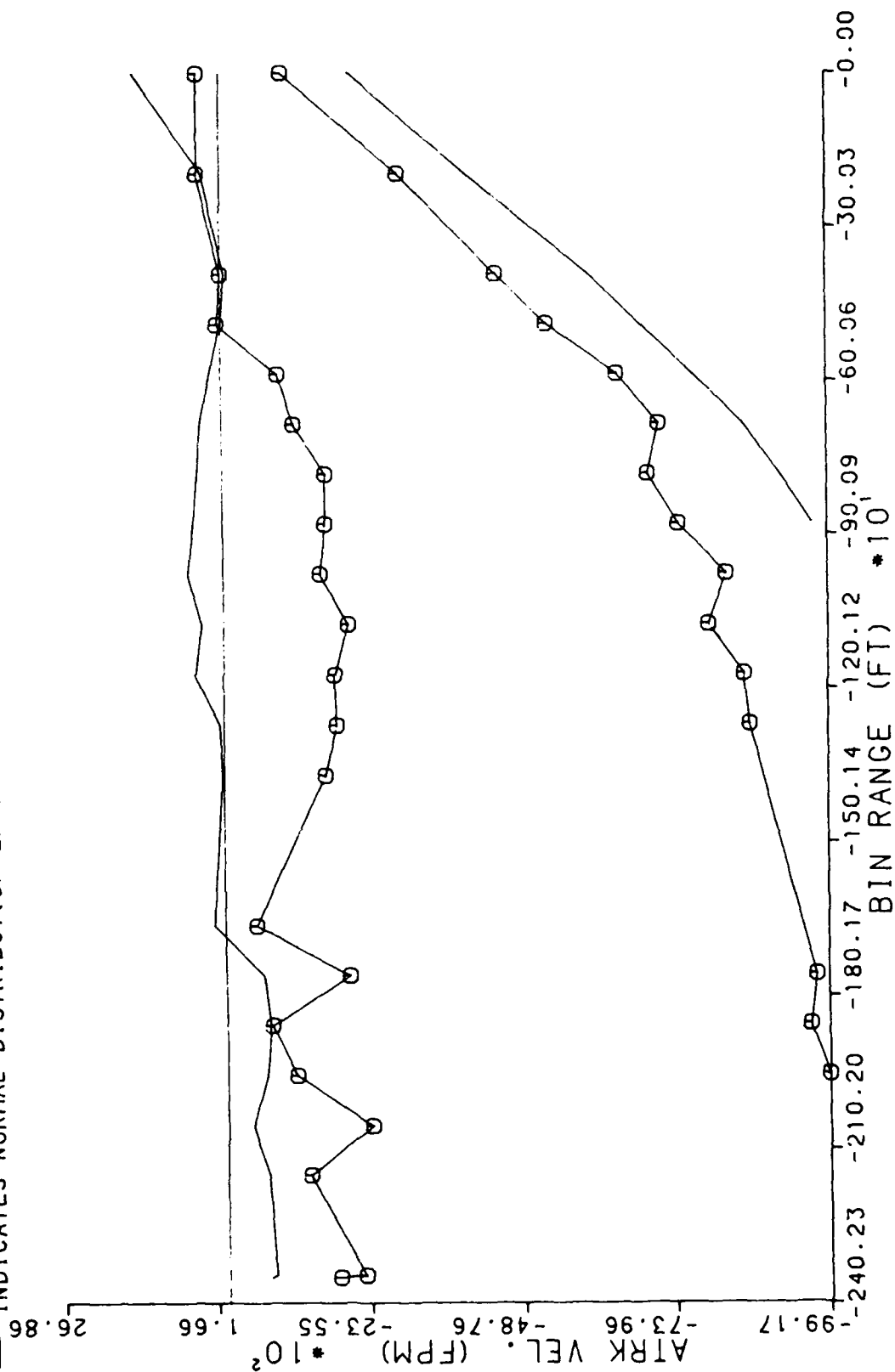
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



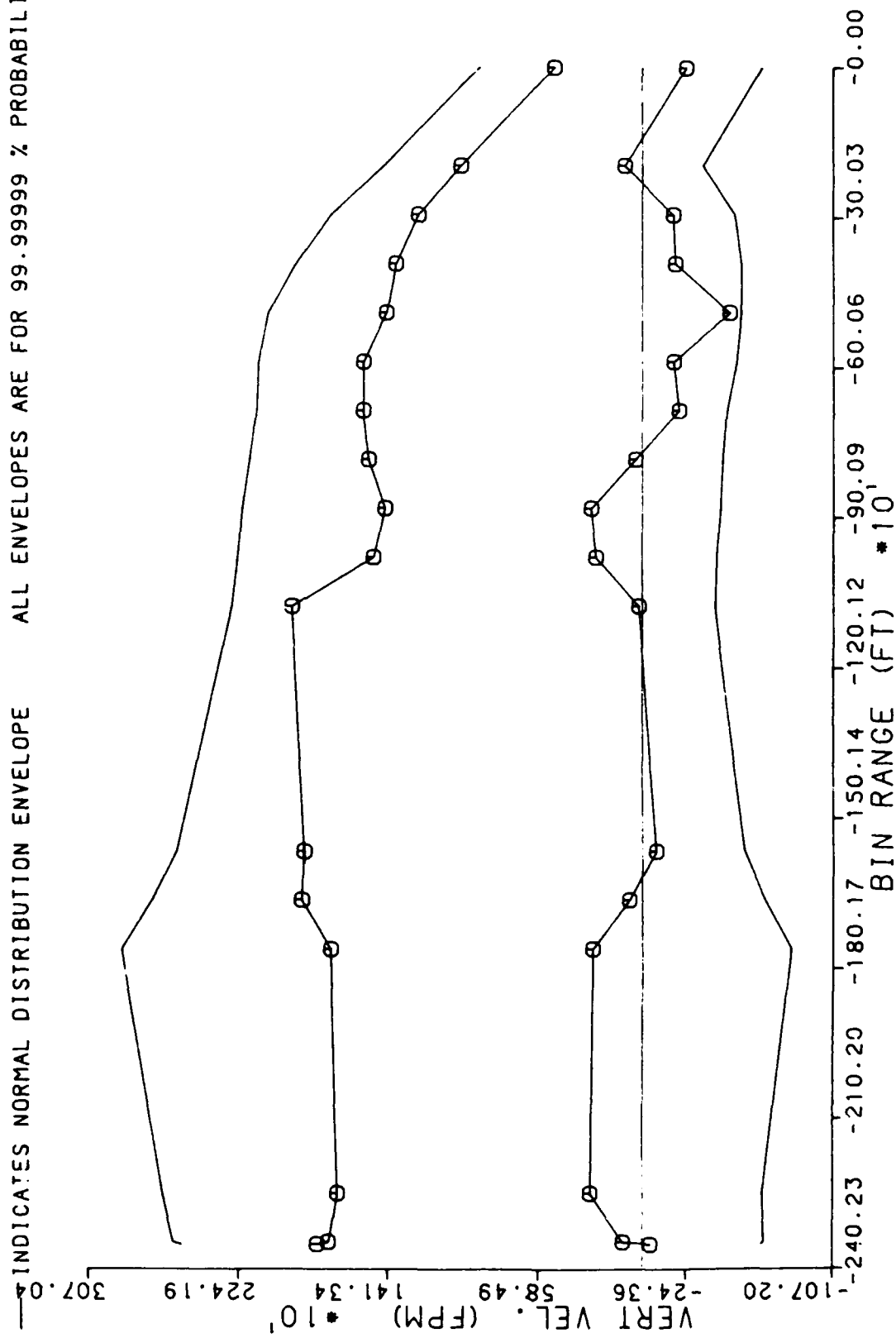
# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 12 DEGREE STRAIGHT DEPARTURES

VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY





# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

12 DEGREE STRAIGHT DEPARTURES

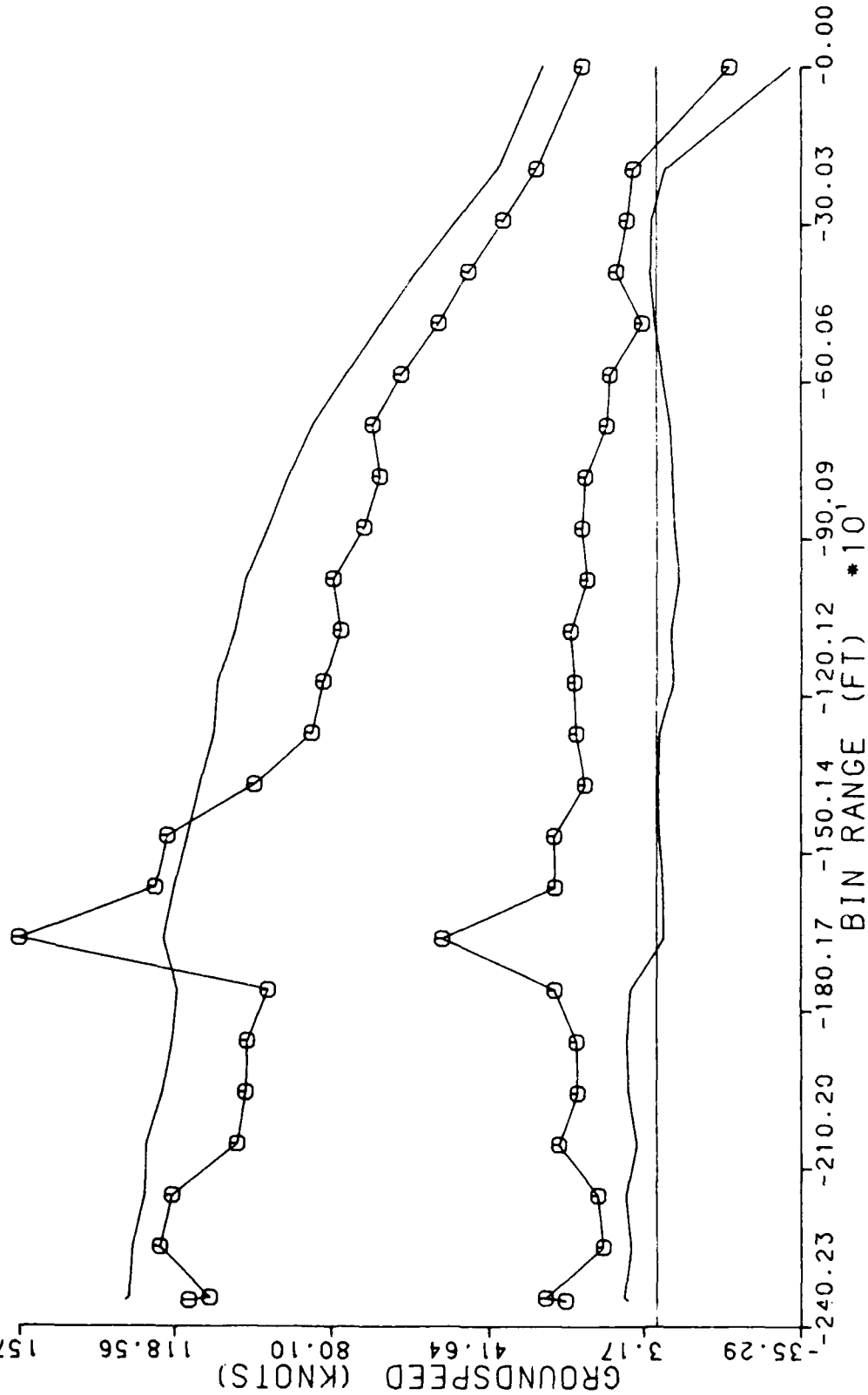
GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



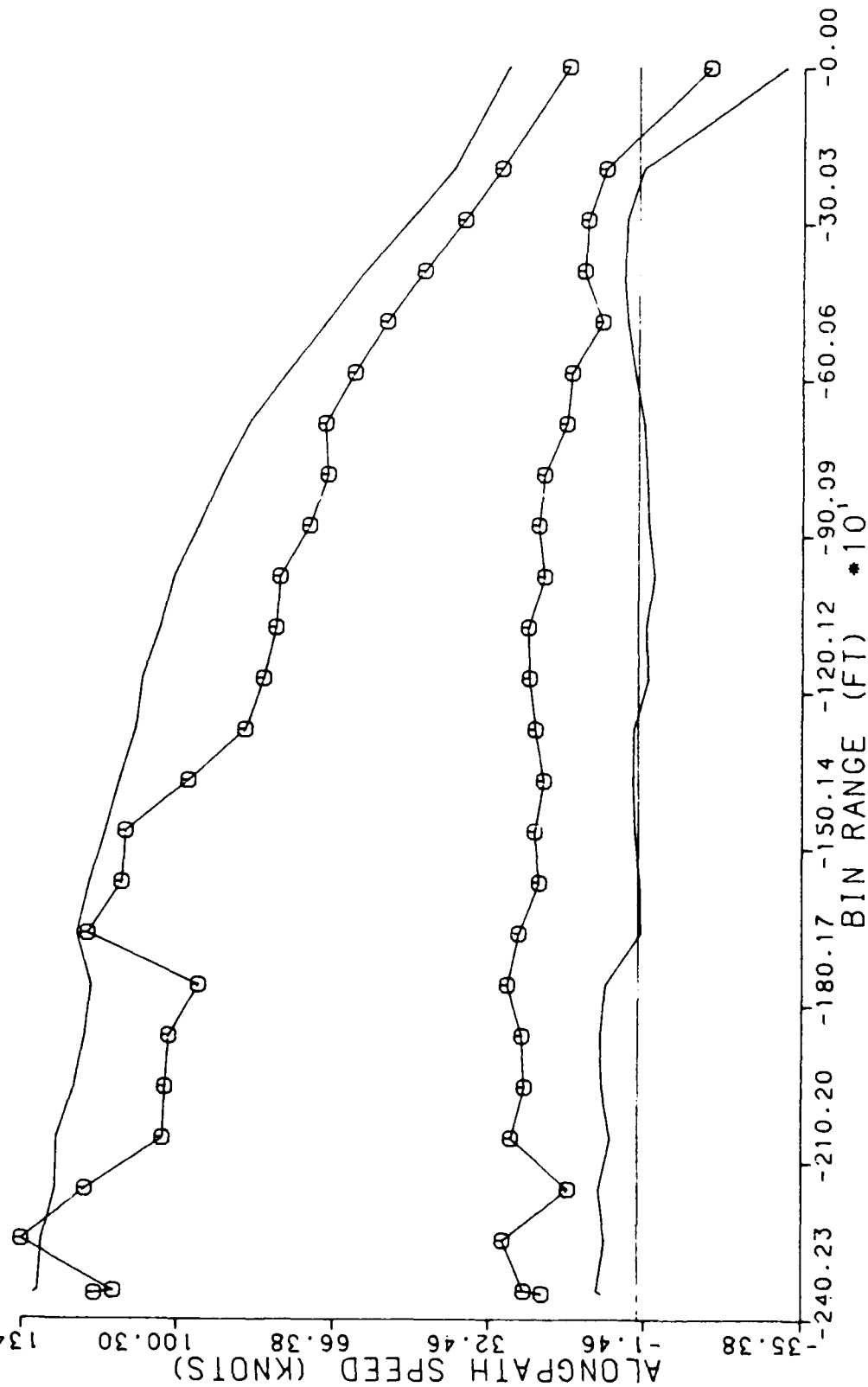
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
12 DEGREE STRAIGHT DEPARTURES

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTA CITY AIRPORT. NJ 08405

ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT

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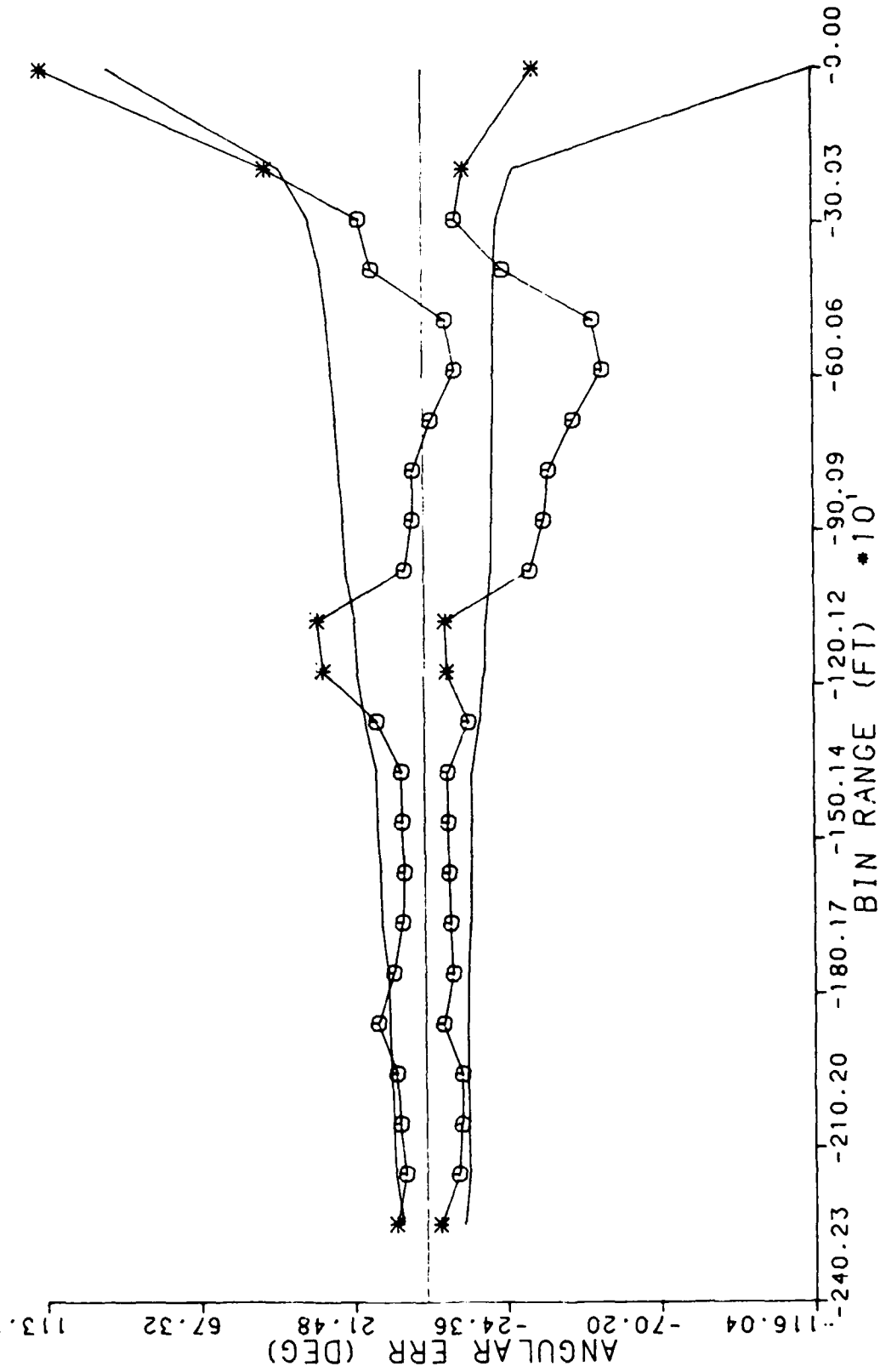
— INDICATES NORMAL DISTRIBUTION ENVELOPE



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 12 DEGREE STRAIGHT DEPARTURES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 INDICATES BETA DISTRIBUTION RANGE LIMIT  
 INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTA CITY AIRPORT, NJ 08405

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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
12 DEGREE STRAIGHT DEPARTURES

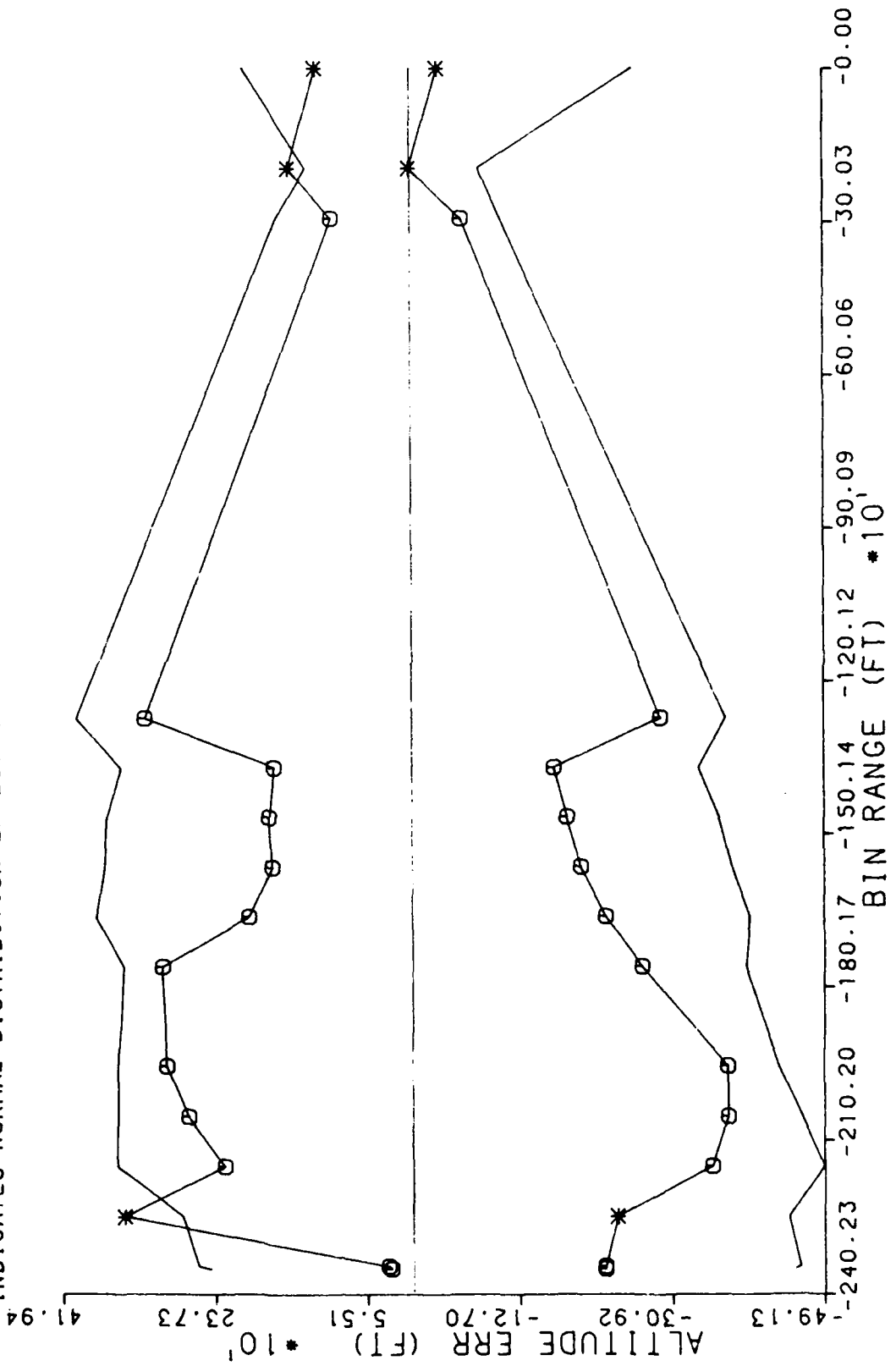
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

⊙ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 12 DEGREE STRAIGHT DEPARTURES

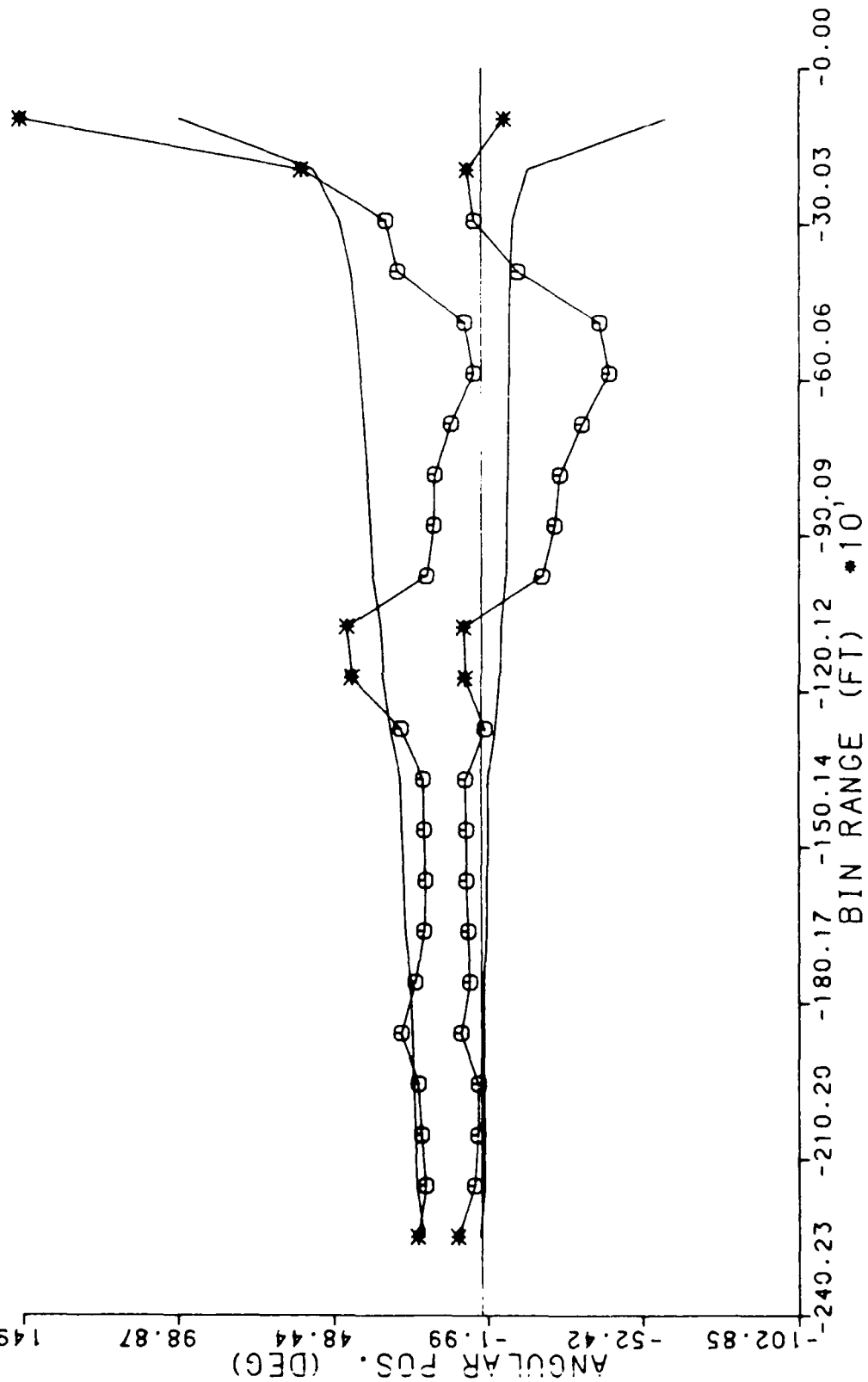
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

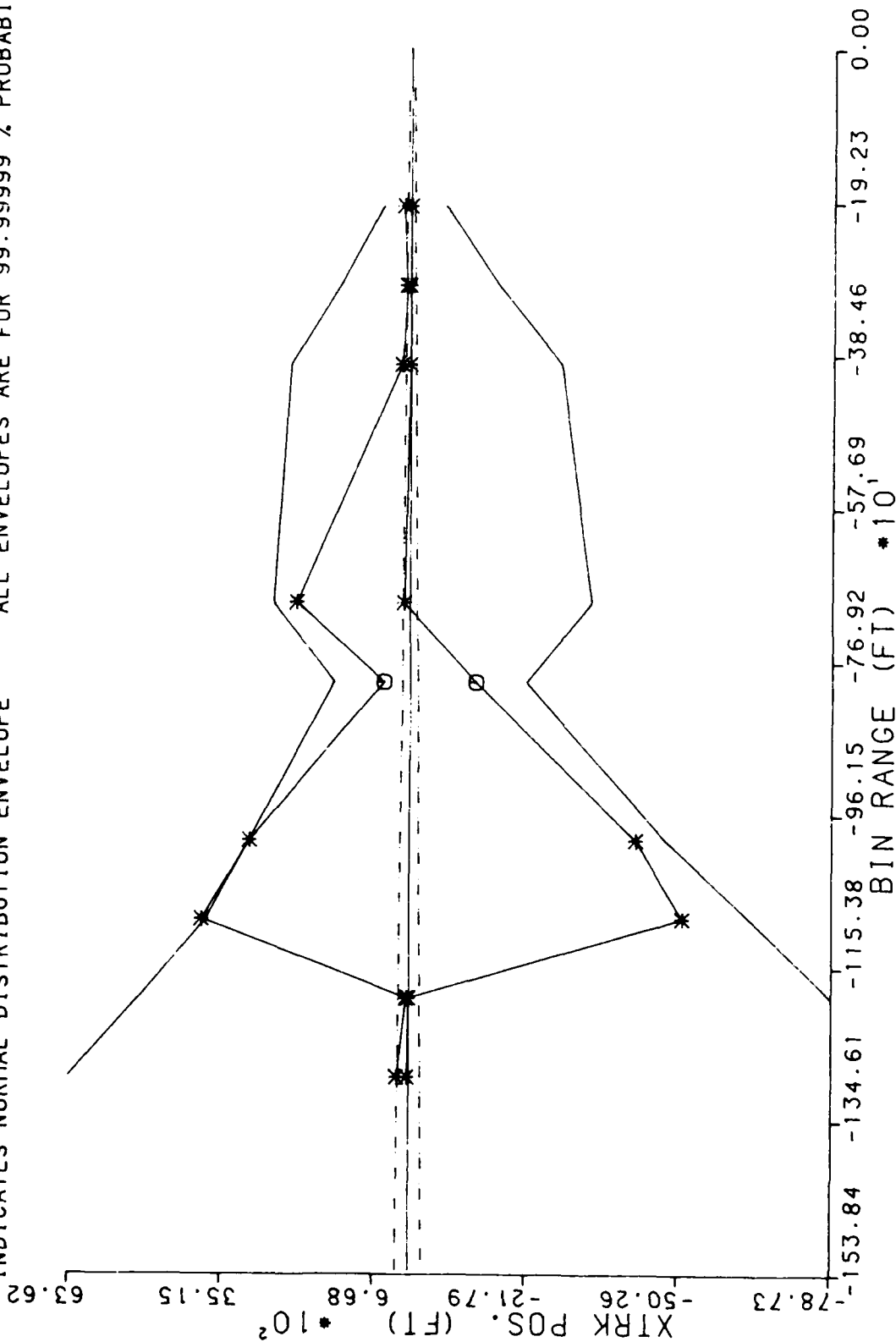
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE CURVED DEPARTURES

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

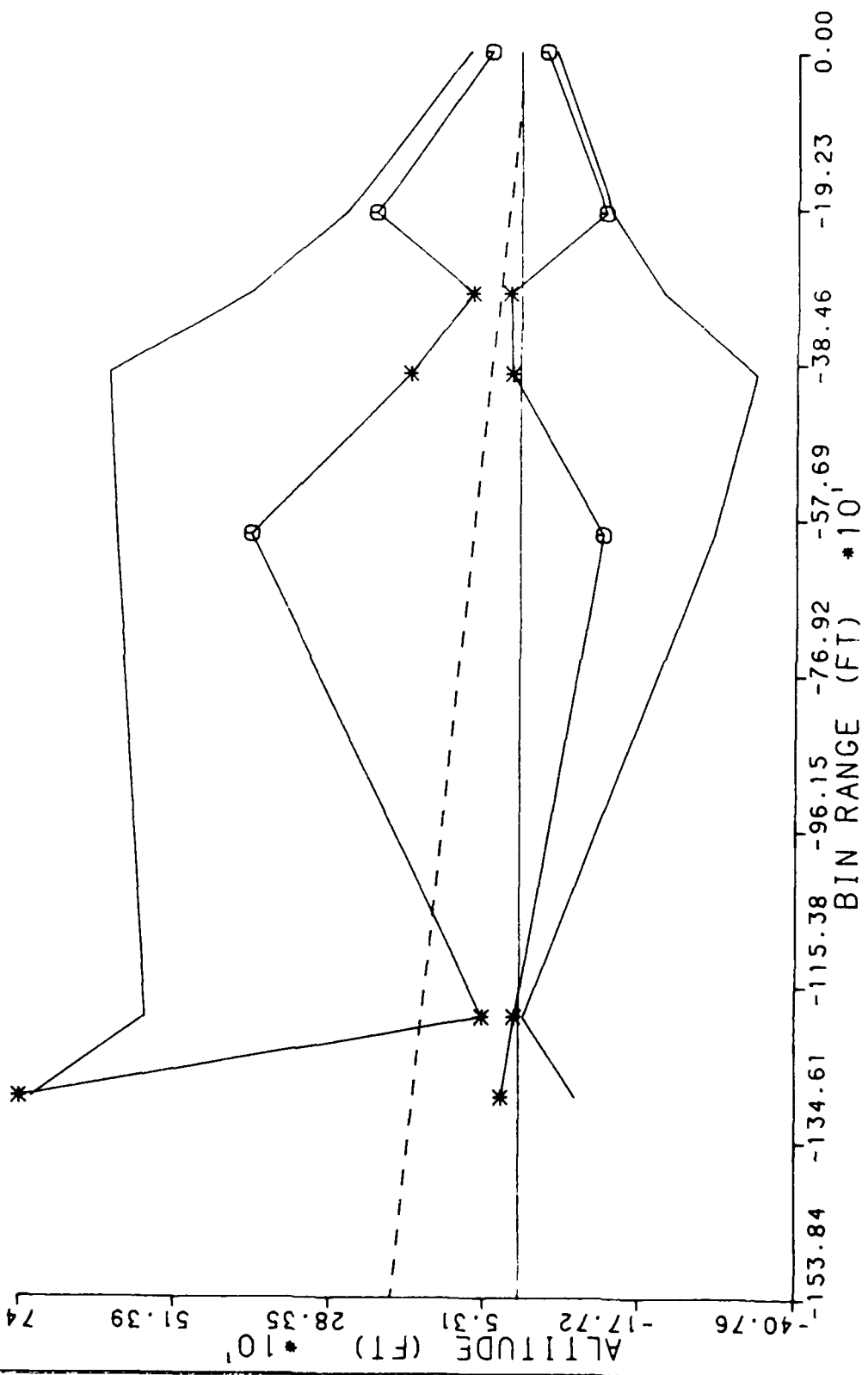
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
O INDICATES BETA DISTRIBUTION RANGE LIMIT \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 7 DEGREE CURVED DEPARTURES

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

ALTITUDE (FT) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 \* INDICATES NORMAL DISTRIBUTION ENVELOPE  
 \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE CURVED DEPARTURES

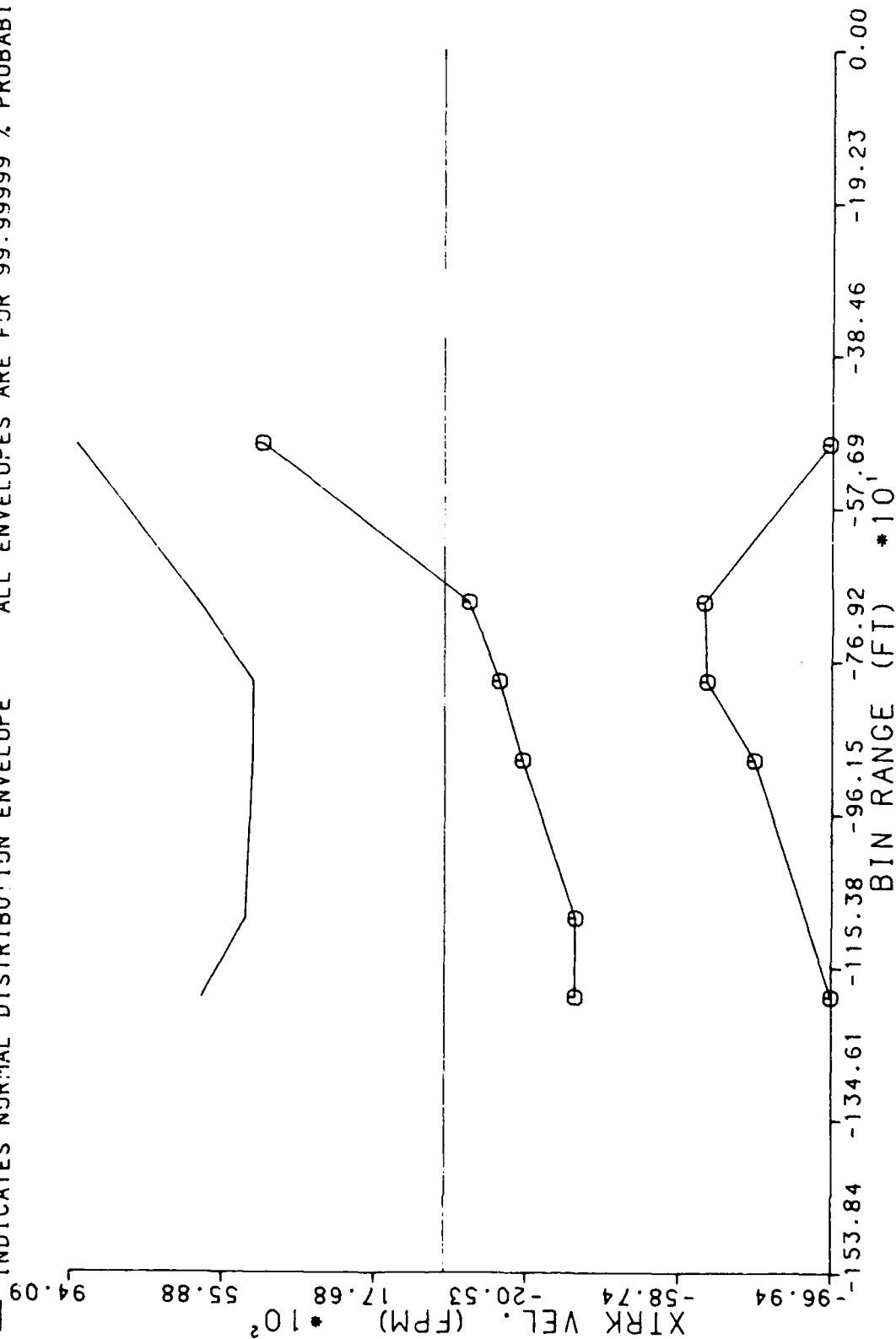
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)

INDICATES RITA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTA CITY AIRPORT, NJ 08403

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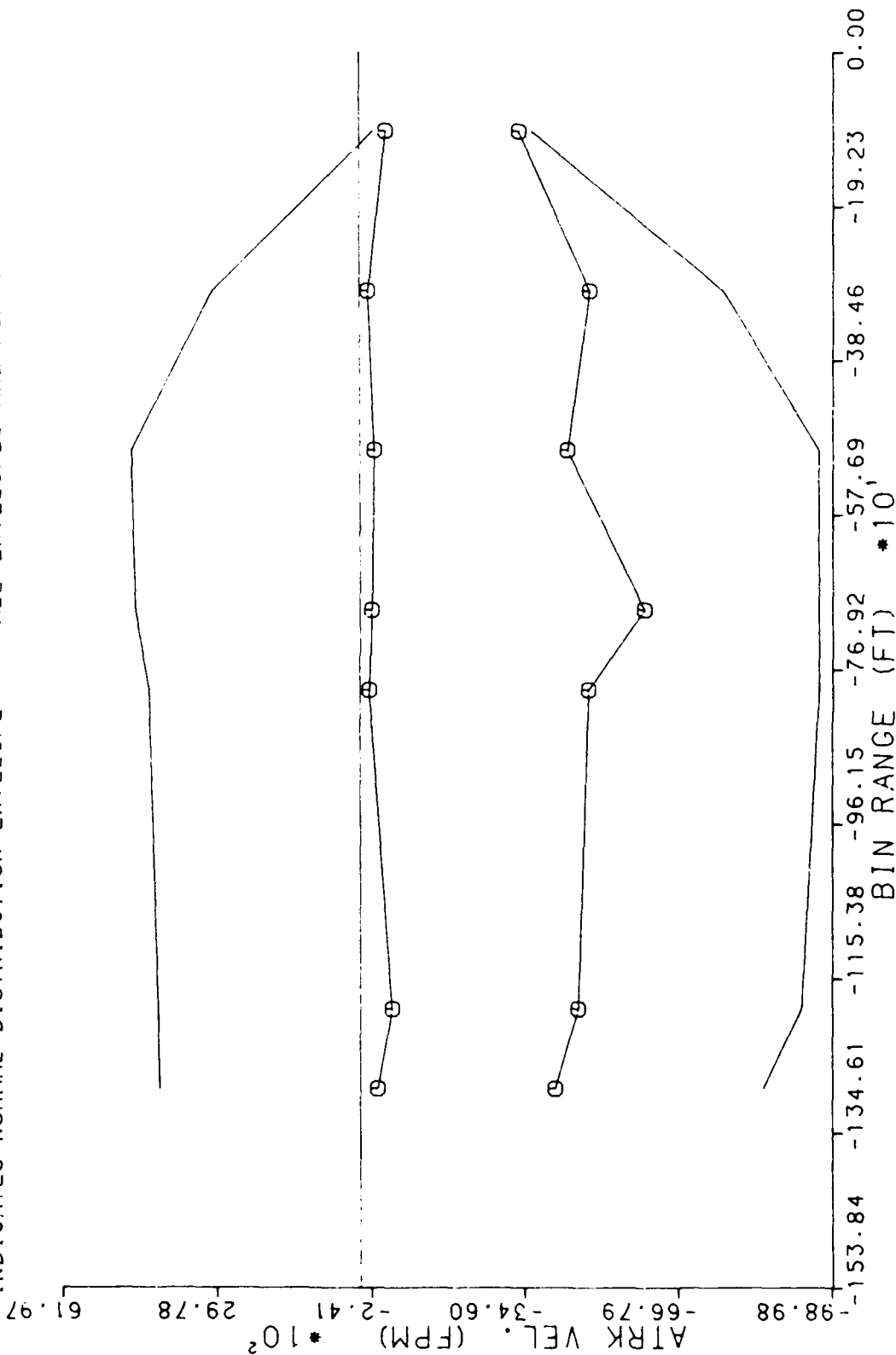
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE CURVED DEPARTURES

ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT  
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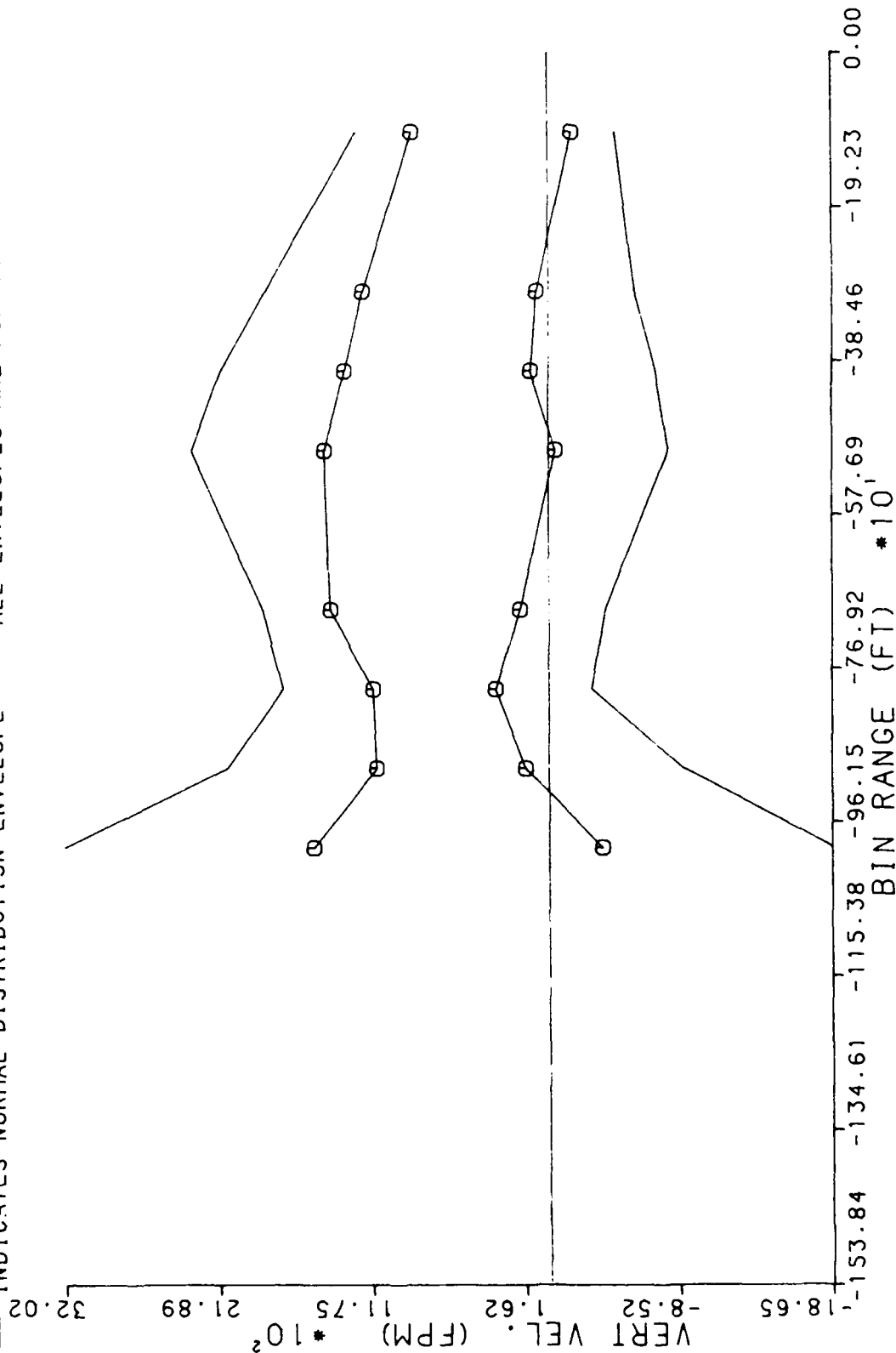
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 7 DEGREE CURVED DEPARTURES

VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT

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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

7 DEGREE CURVED DEPARTURES

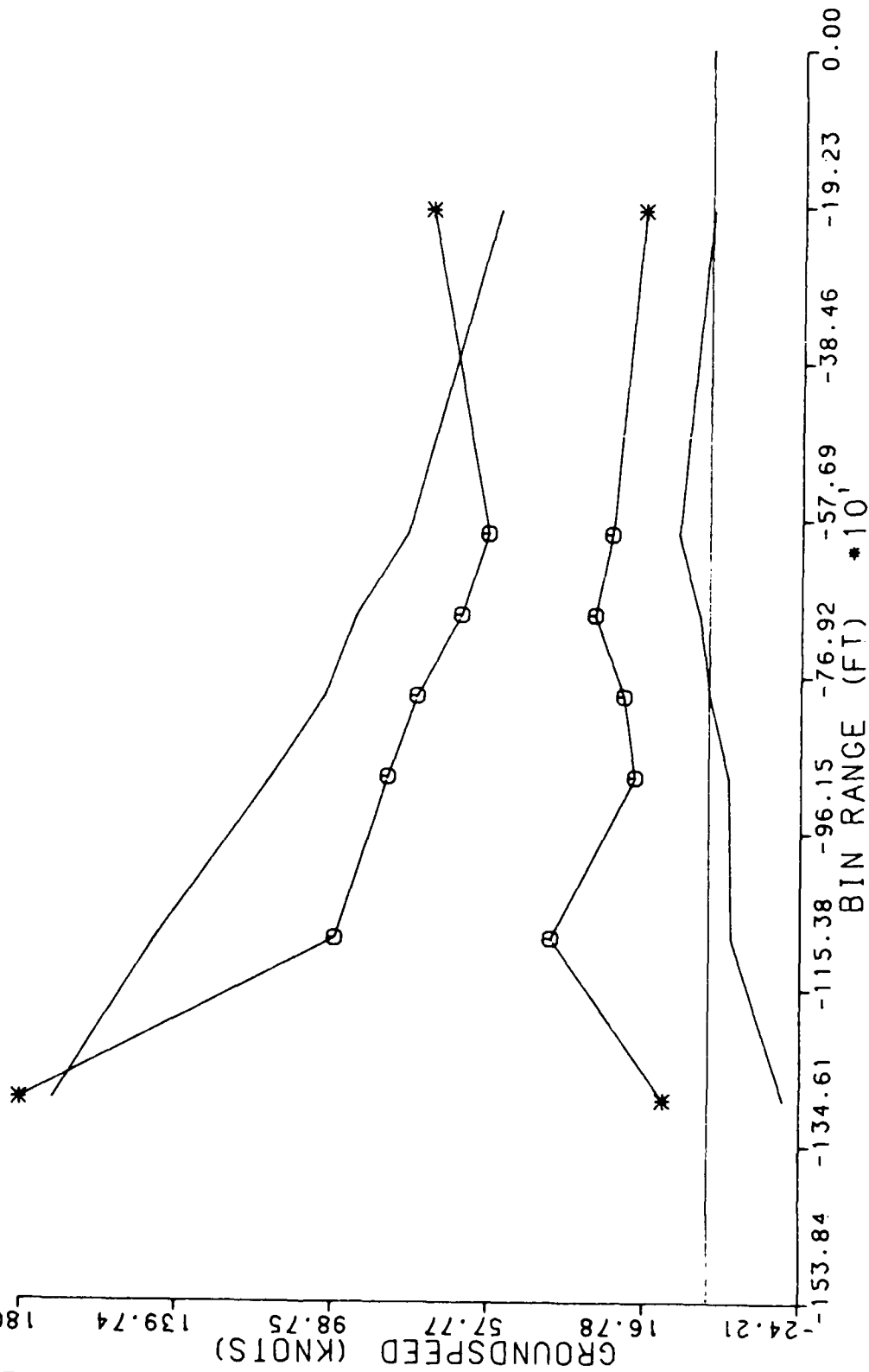
GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

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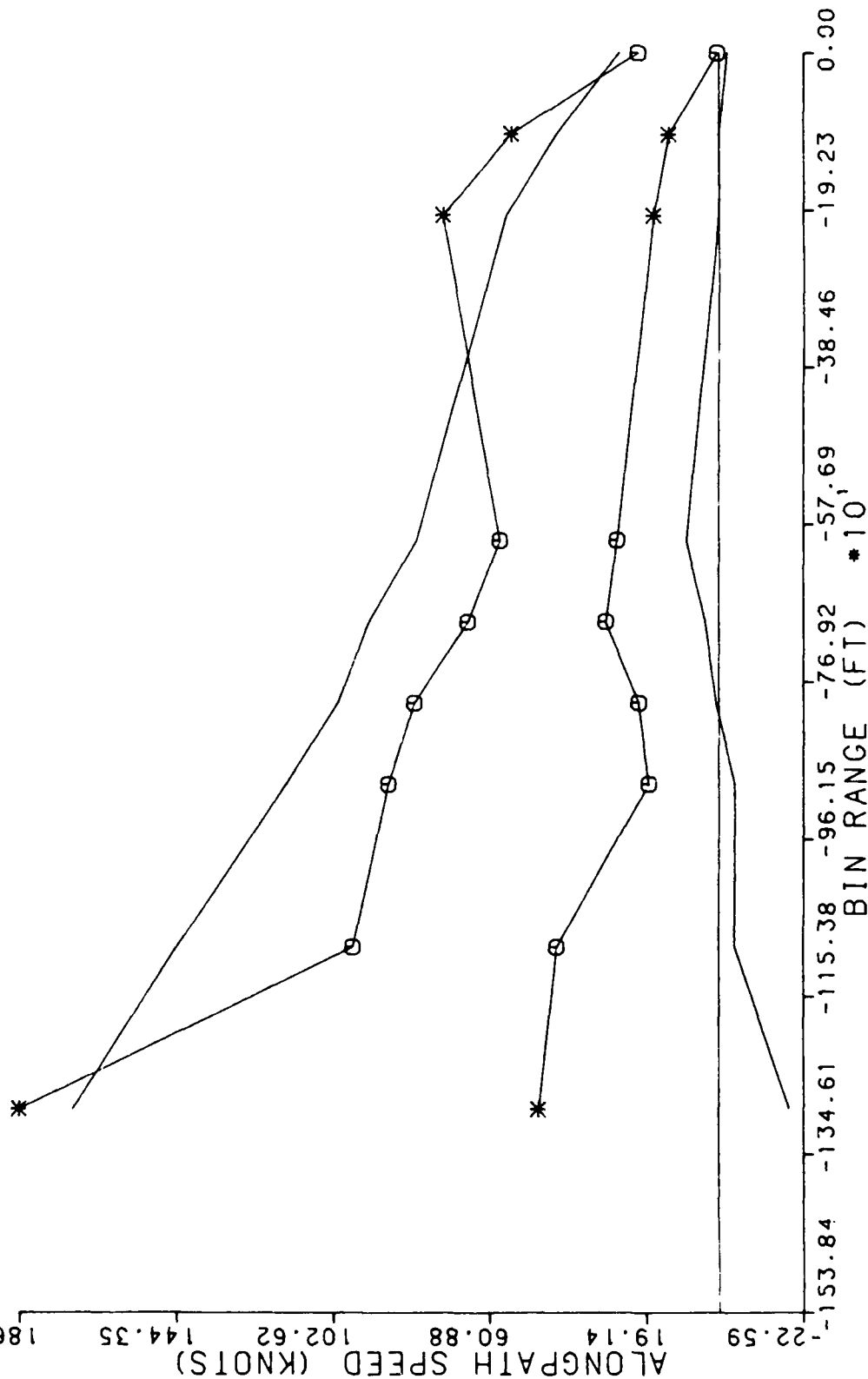


# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 7 DEGREE CURVED DEPARTURES

ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 7 DEGREE CURVED DEPARTURES

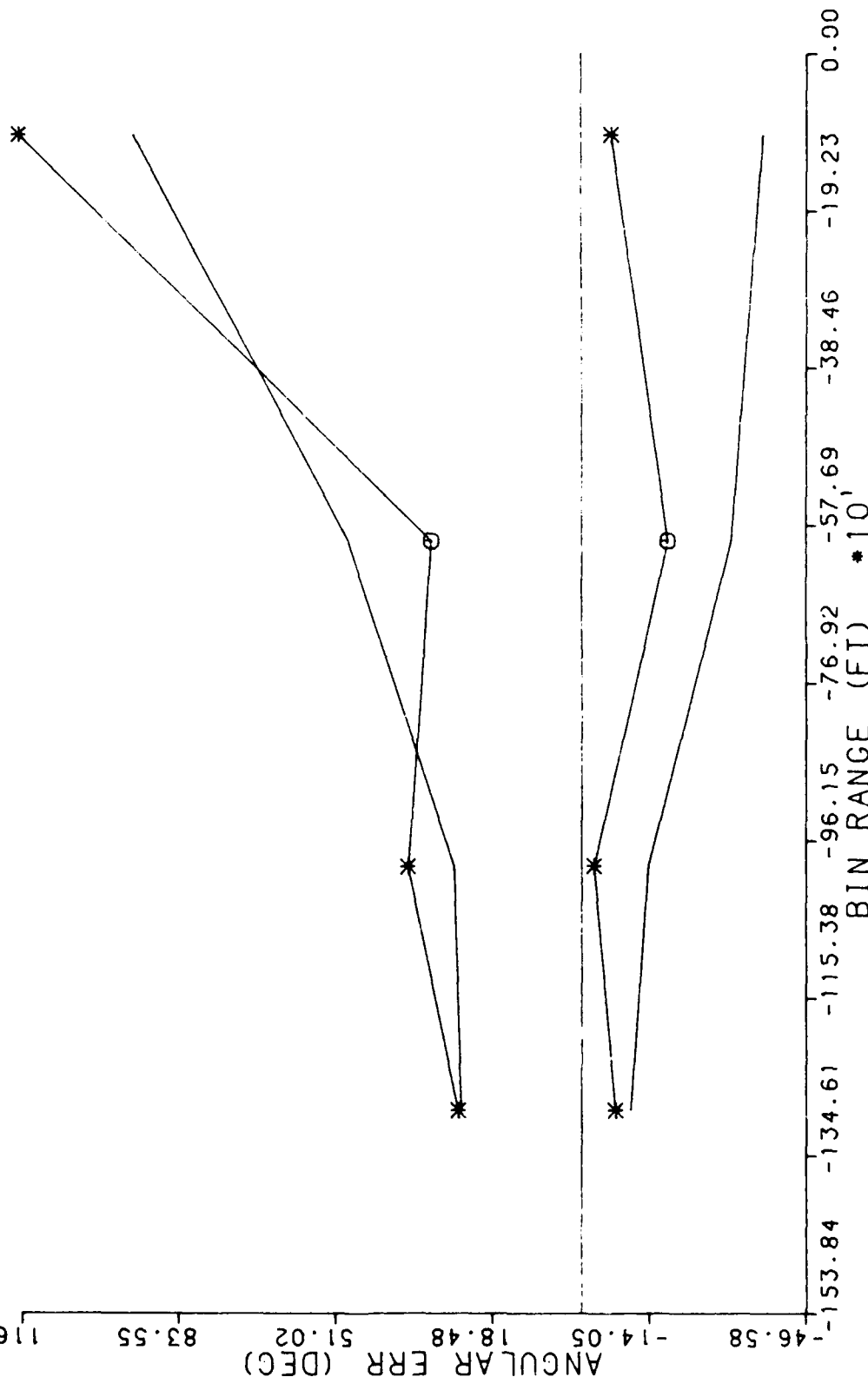
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

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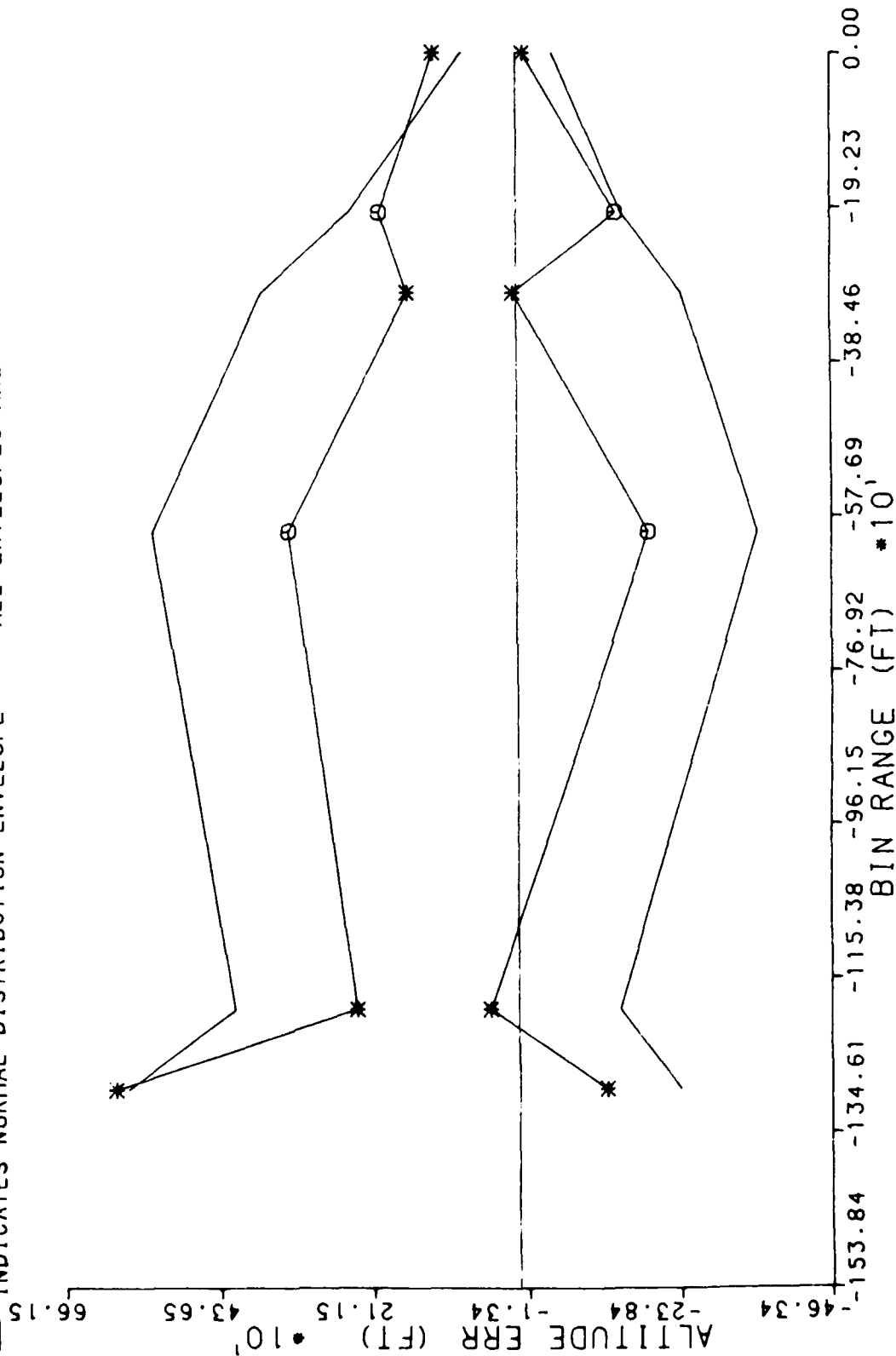
# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 7 DEGREE CURVED DEPARTURES

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

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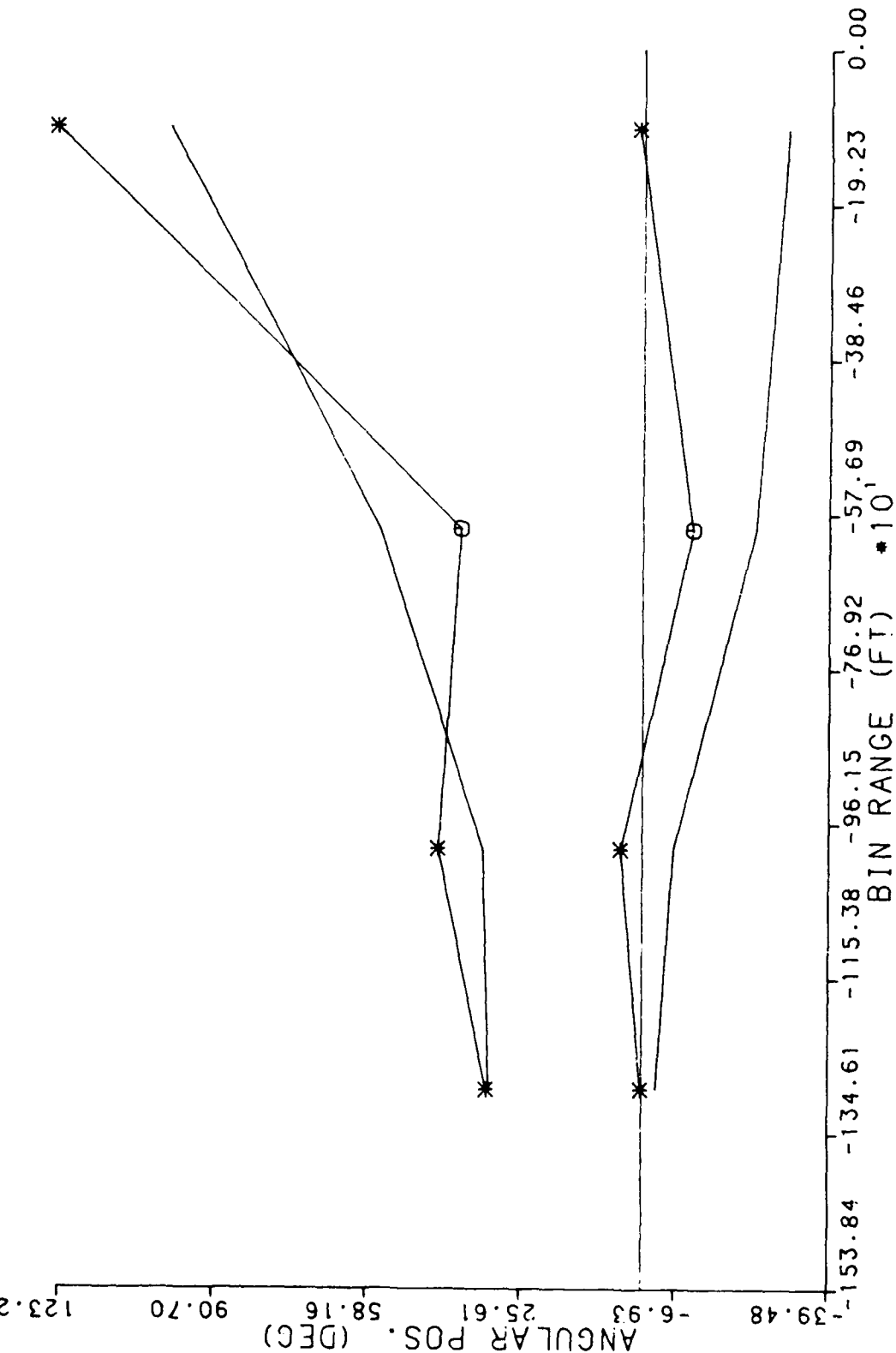
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE CURVED DEPARTURES

ANGULAR POSITION (DEG) VS. BIN RANGE (FT)

⊙ INDICATES BETA DISTRIBUTION RANGE LIMIT  
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DATA PROCESSED BY FAA TECHNICAL CENTER  
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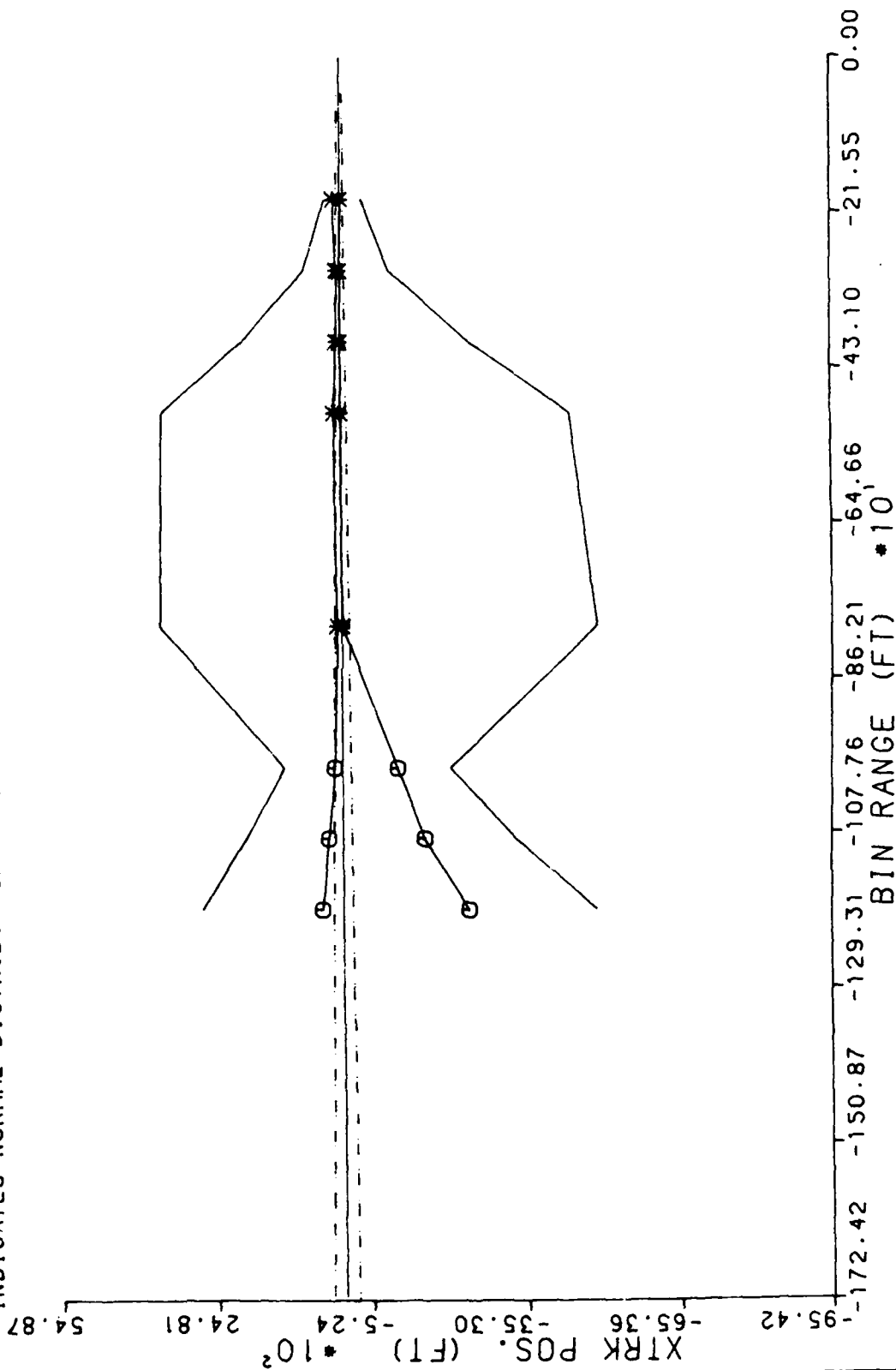
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 10 DEGREE CURVED DEPARTURES

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) --- INDICATES FAA APPROACH SURFACE  
 \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

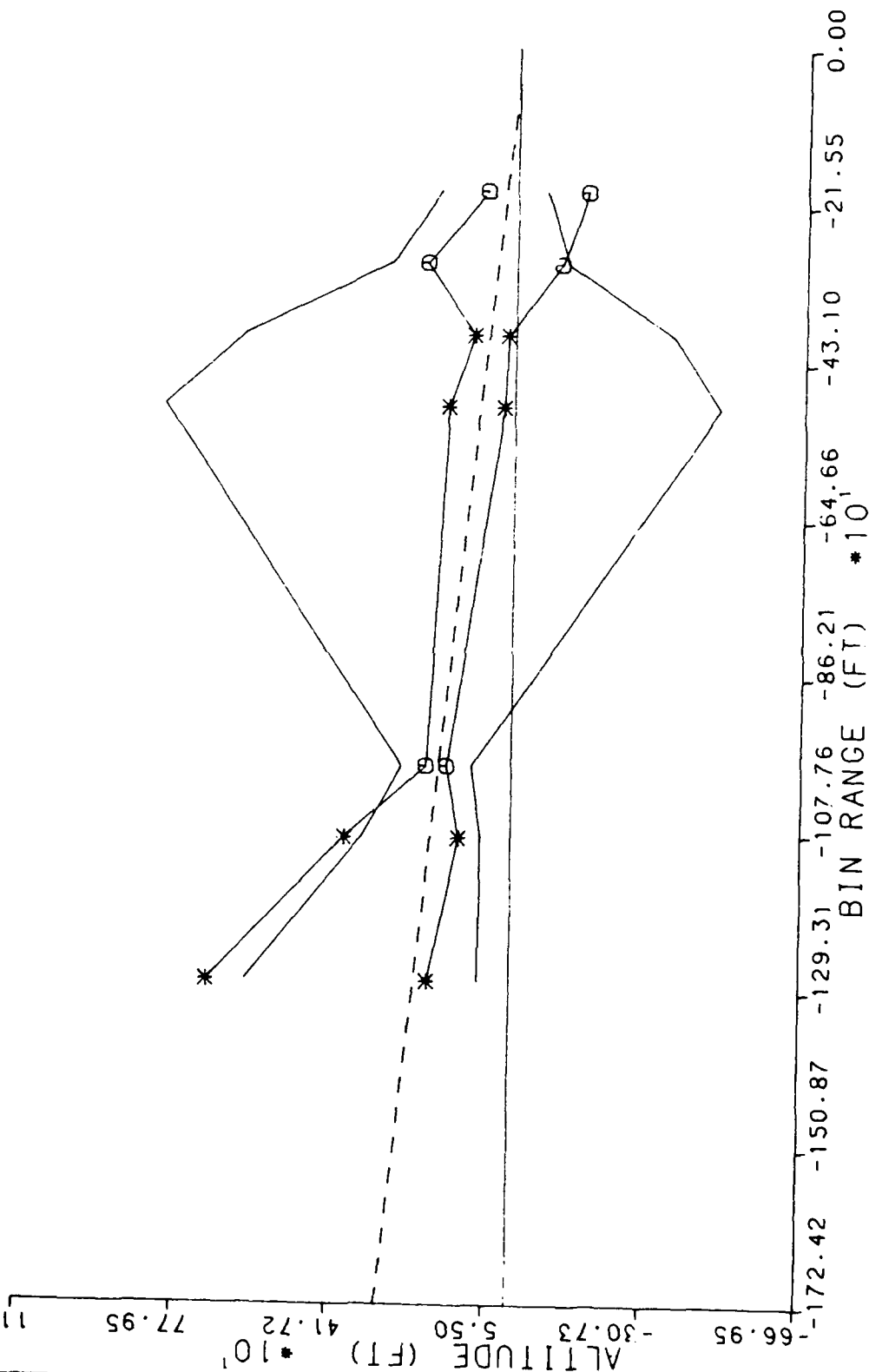
10 DEGREE CURVED DEPARTURES

ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE CURVED DEPARTURES

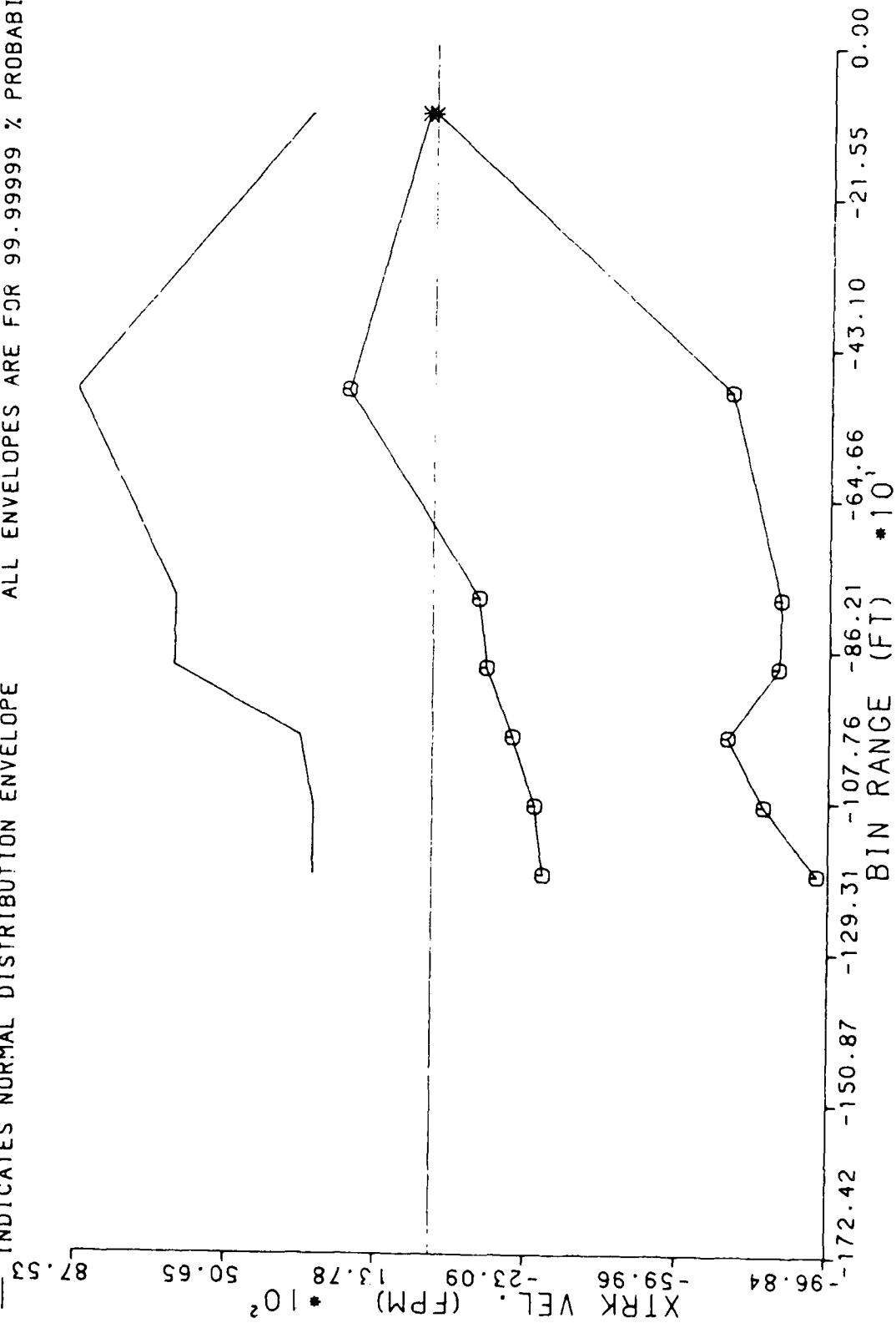
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

10 DEGREE CURVED DEPARTURES

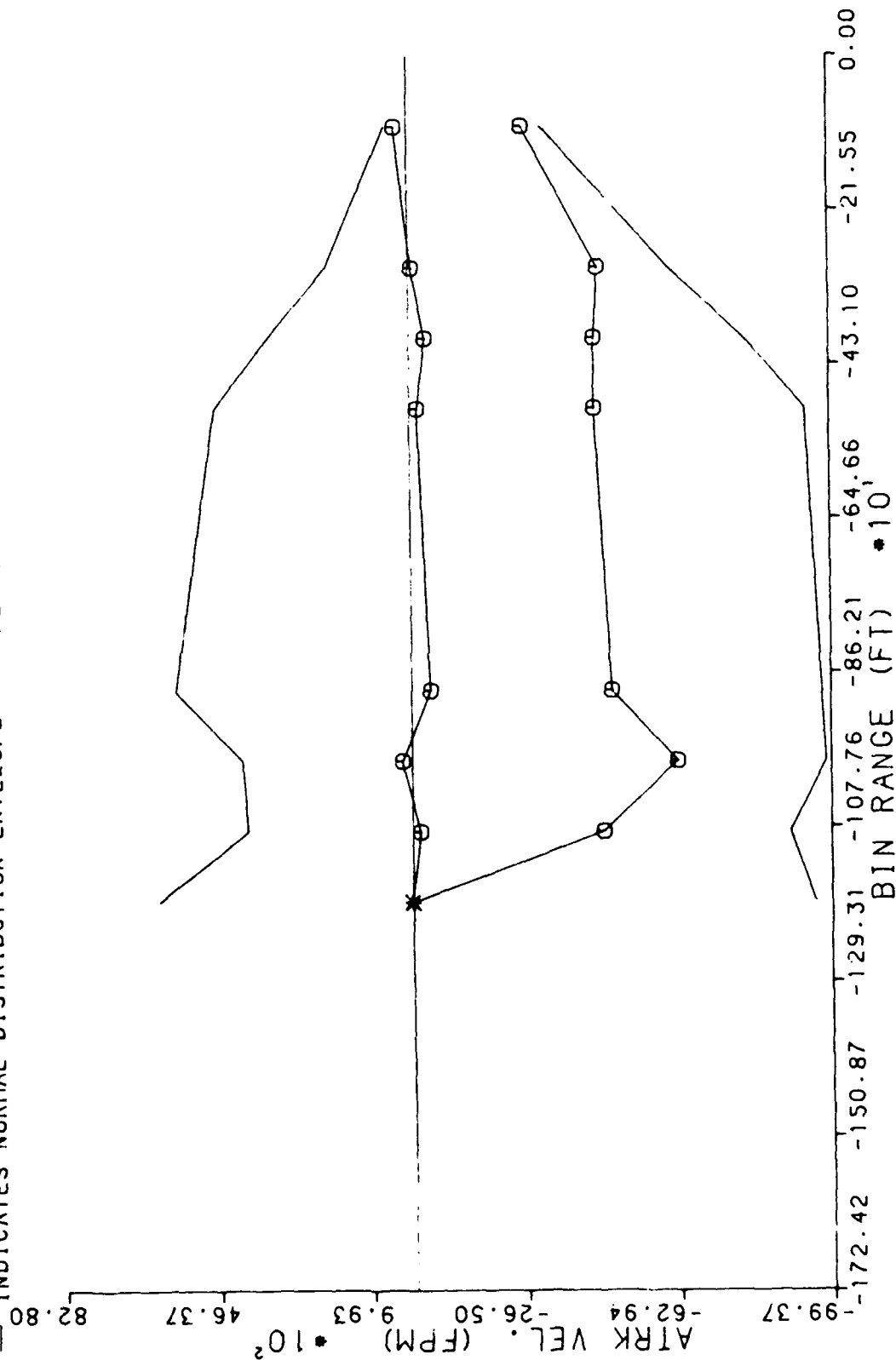
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 10 DEGREE CURVED DEPARTURES

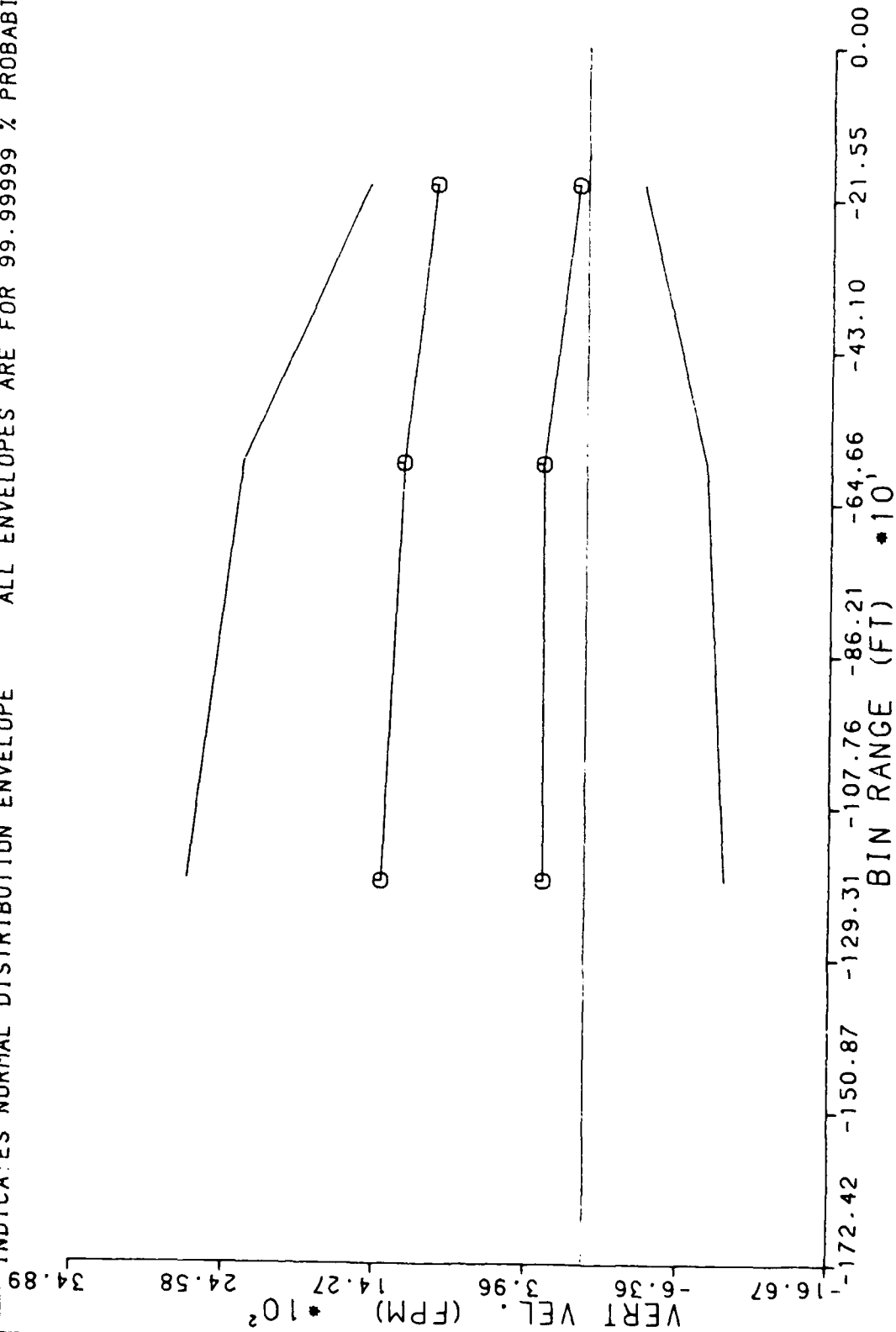
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTA CITY AIRPORT. NJ 38405

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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

10 DEGREE CURVED DEPARTURES

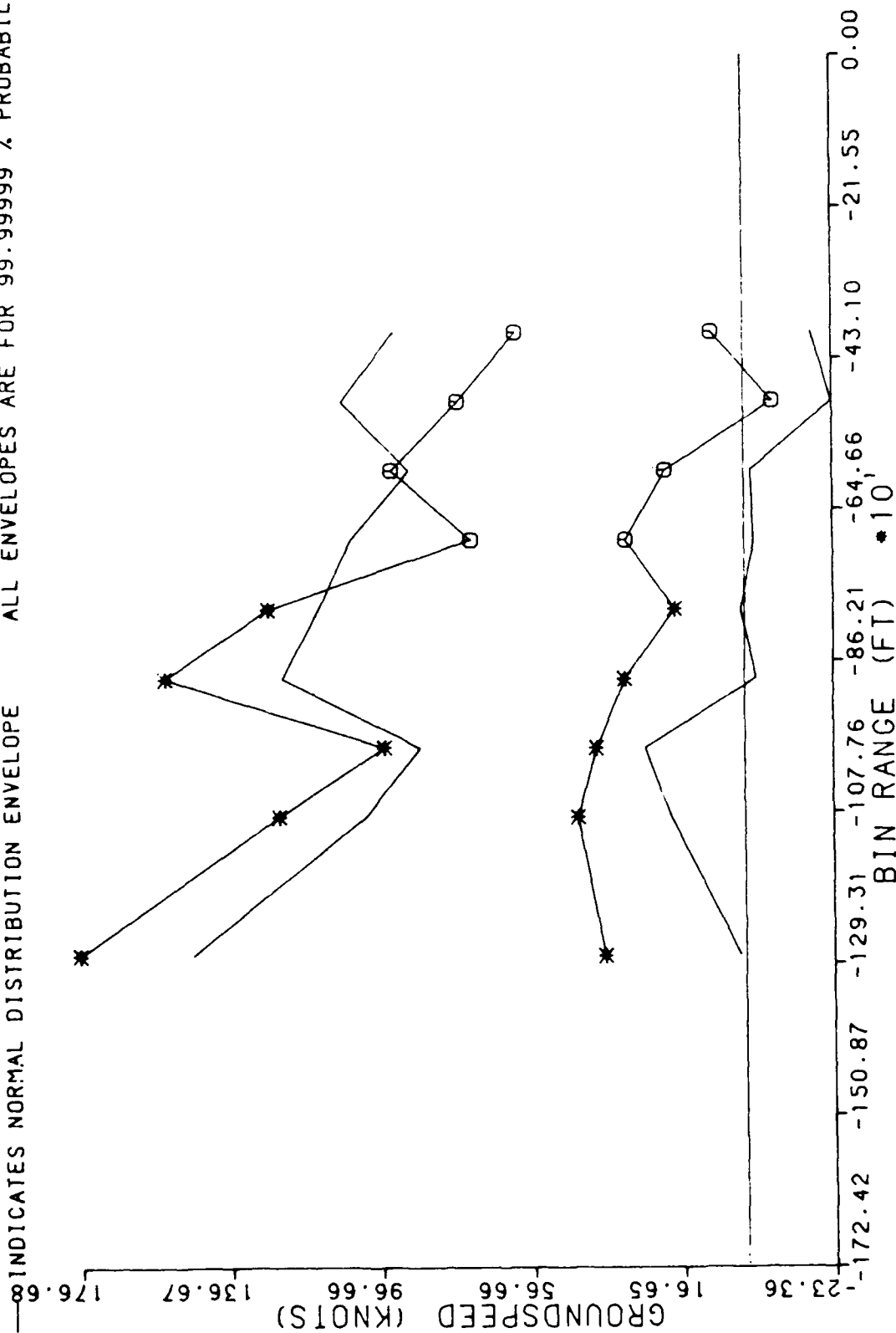
GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

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ATLANTIC CITY AIRPORT. NJ 08405



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE CURVED DEPARTURES

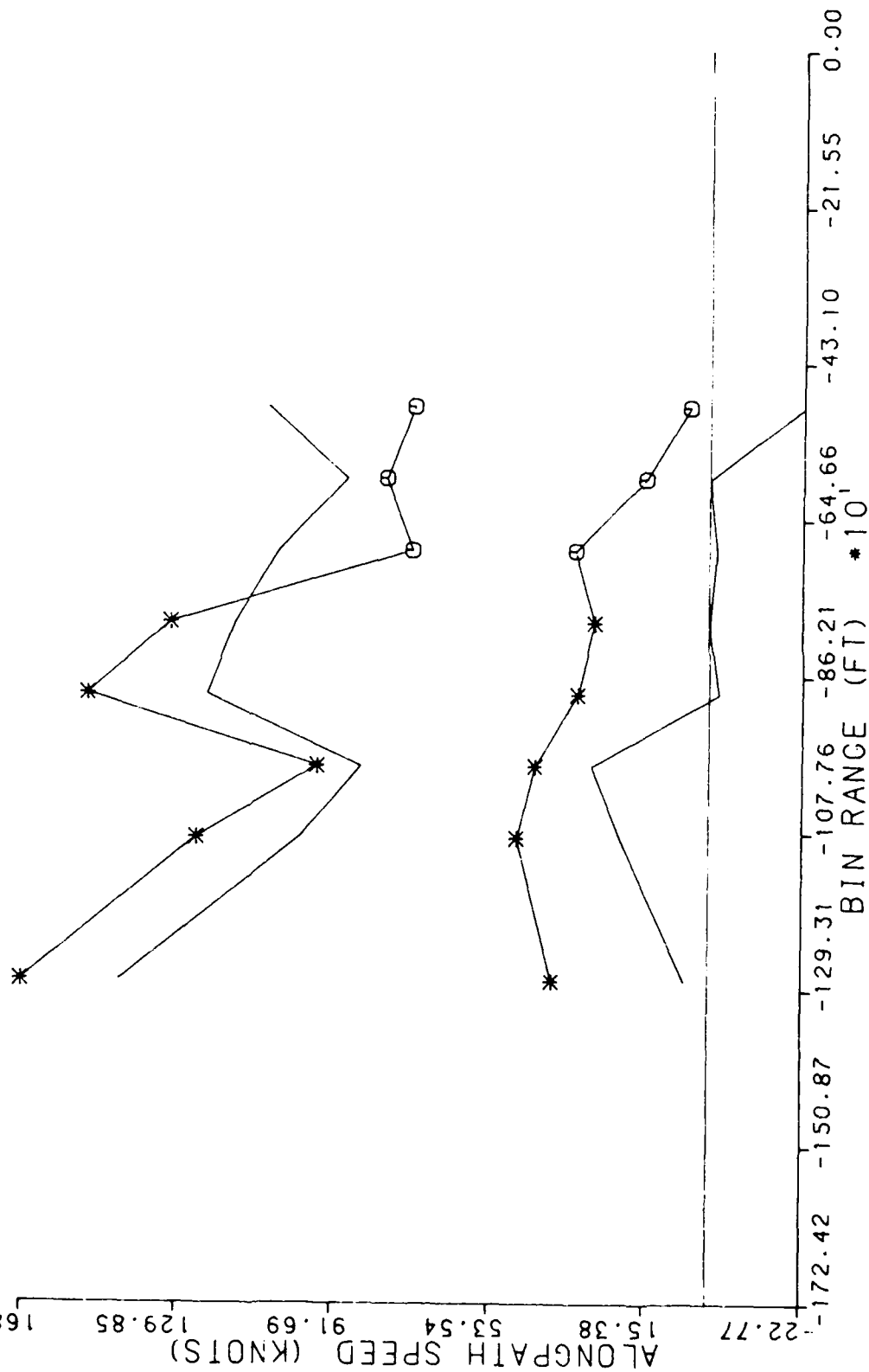
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAN TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

10 DEGREE CURVED DEPARTURES

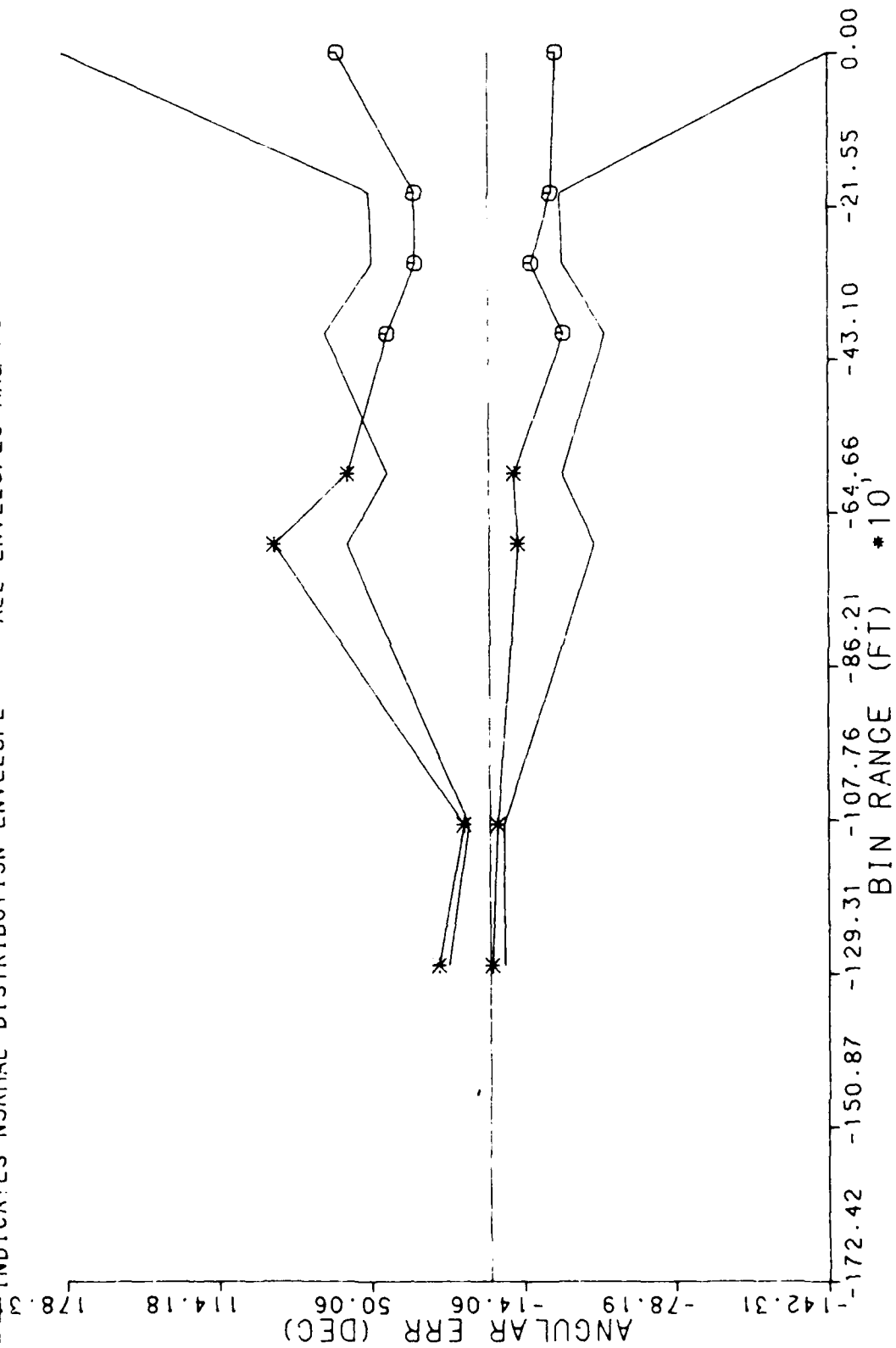
ANGULAR ERROR (DEC) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTA CITY AIRPORT, VJ 08405

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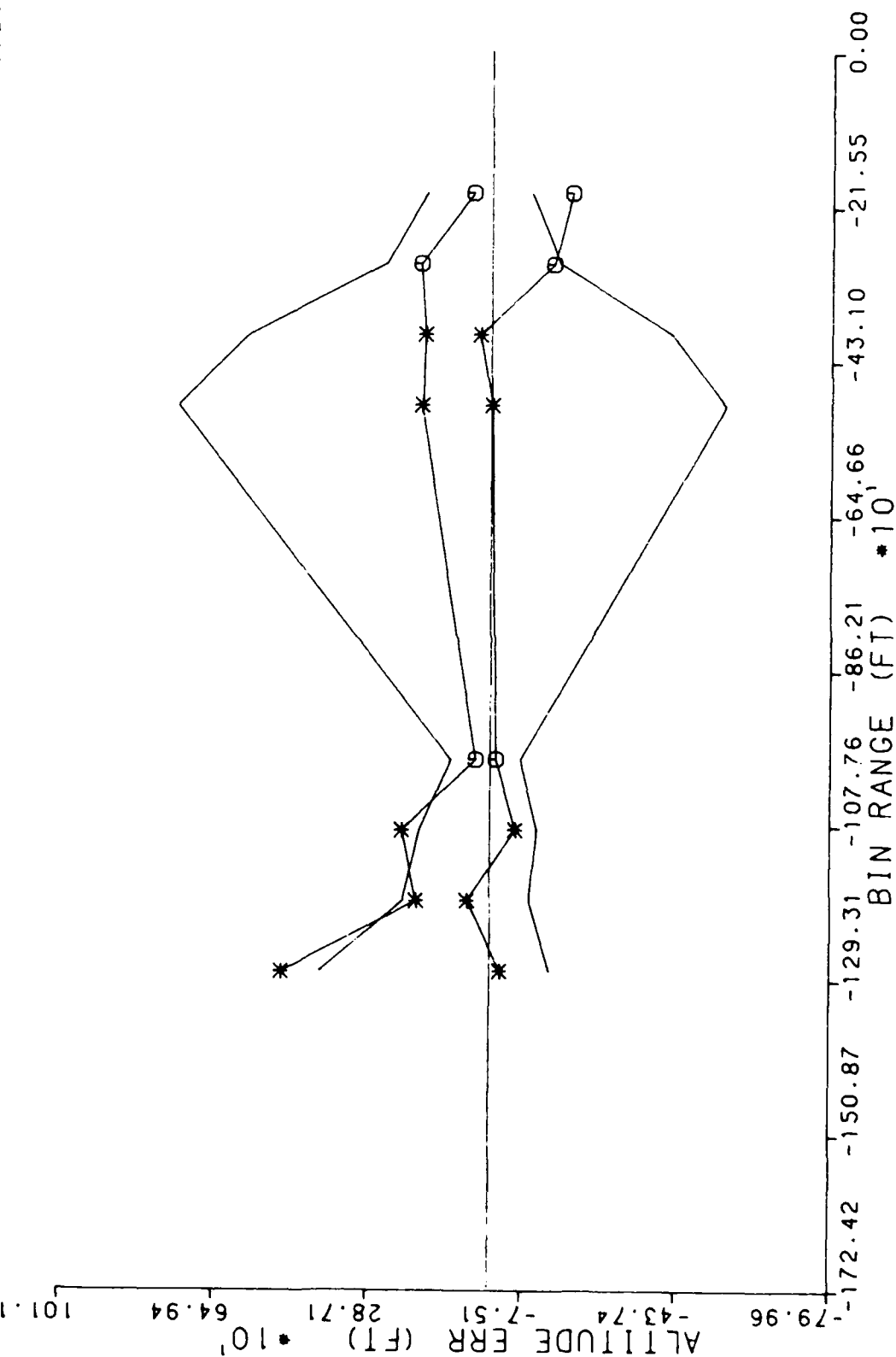
# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 10 DEGREE CURVED DEPARTURES

ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
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DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. NJ 08405





# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

10 DEGREE CURVED DEPARTURES

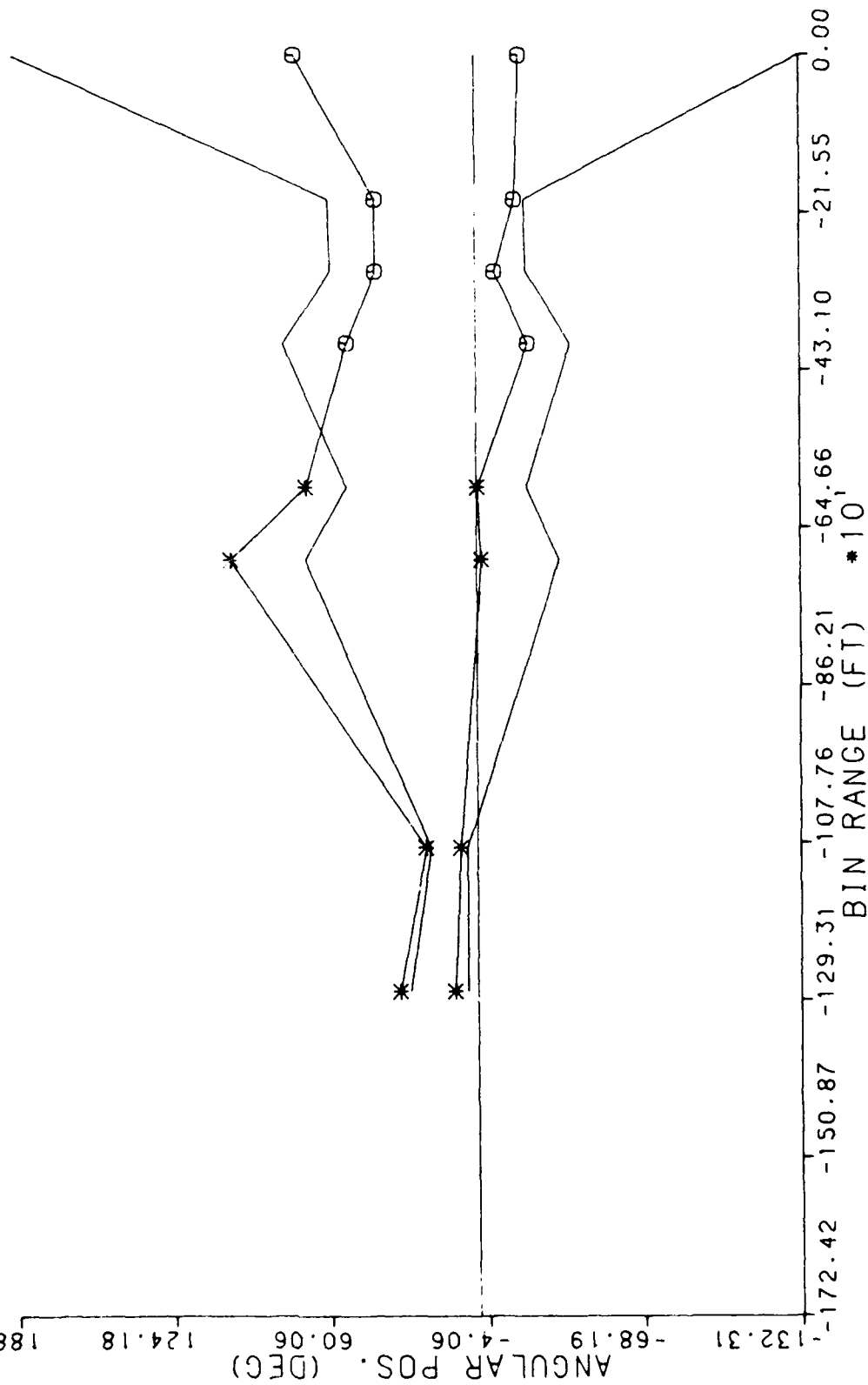
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

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DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

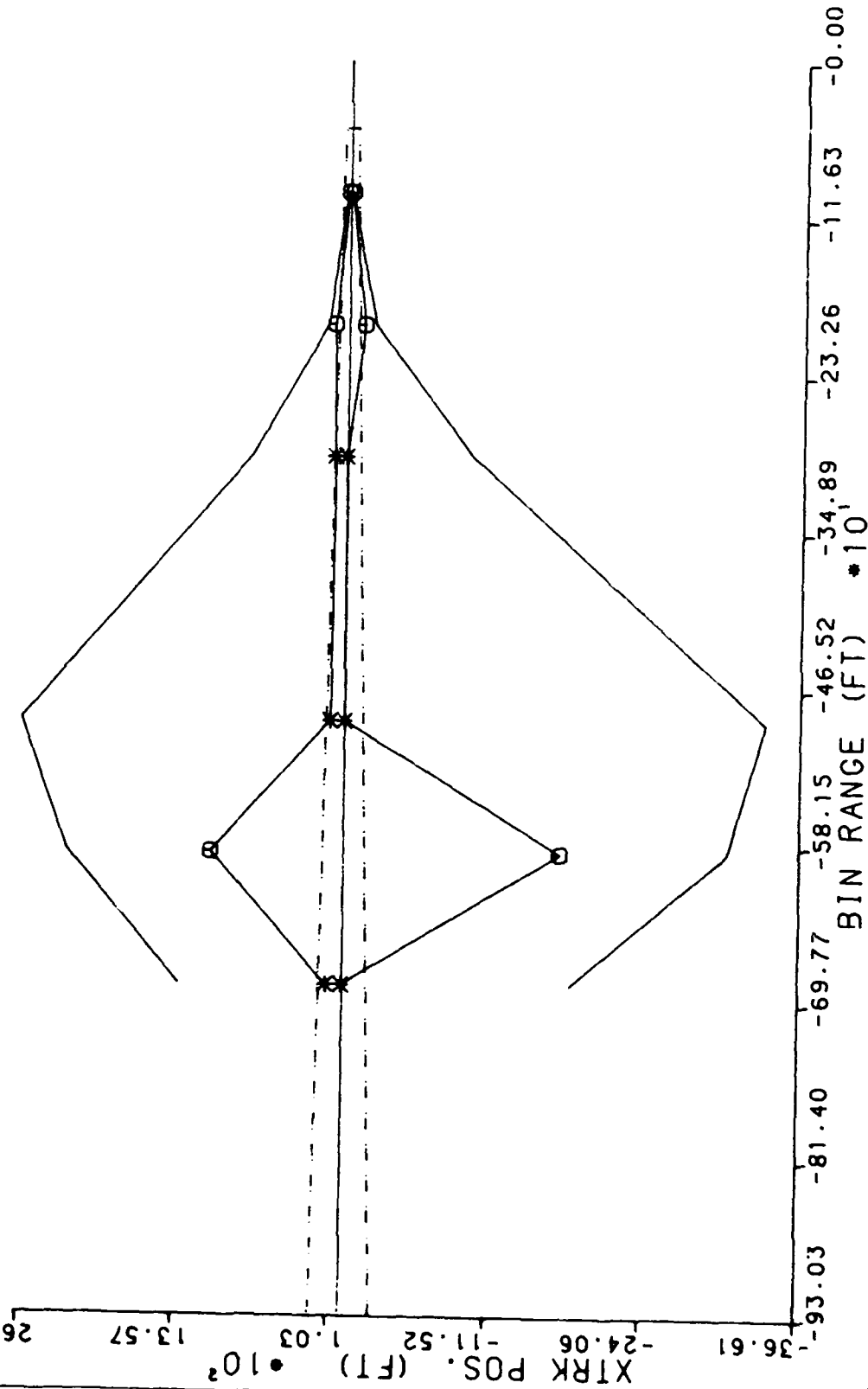
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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
12 DEGREE CURVED DEPARTURES

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTA CITY AIRPORT. NJ 08405

CROSSRACK POSITION (FT) VS. BIN RANGE (FT) -- -- INDICATES FAA APPROACH SURFACE  
O INDICATES BETA DISTRIBUTION RANGE LIMIT \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

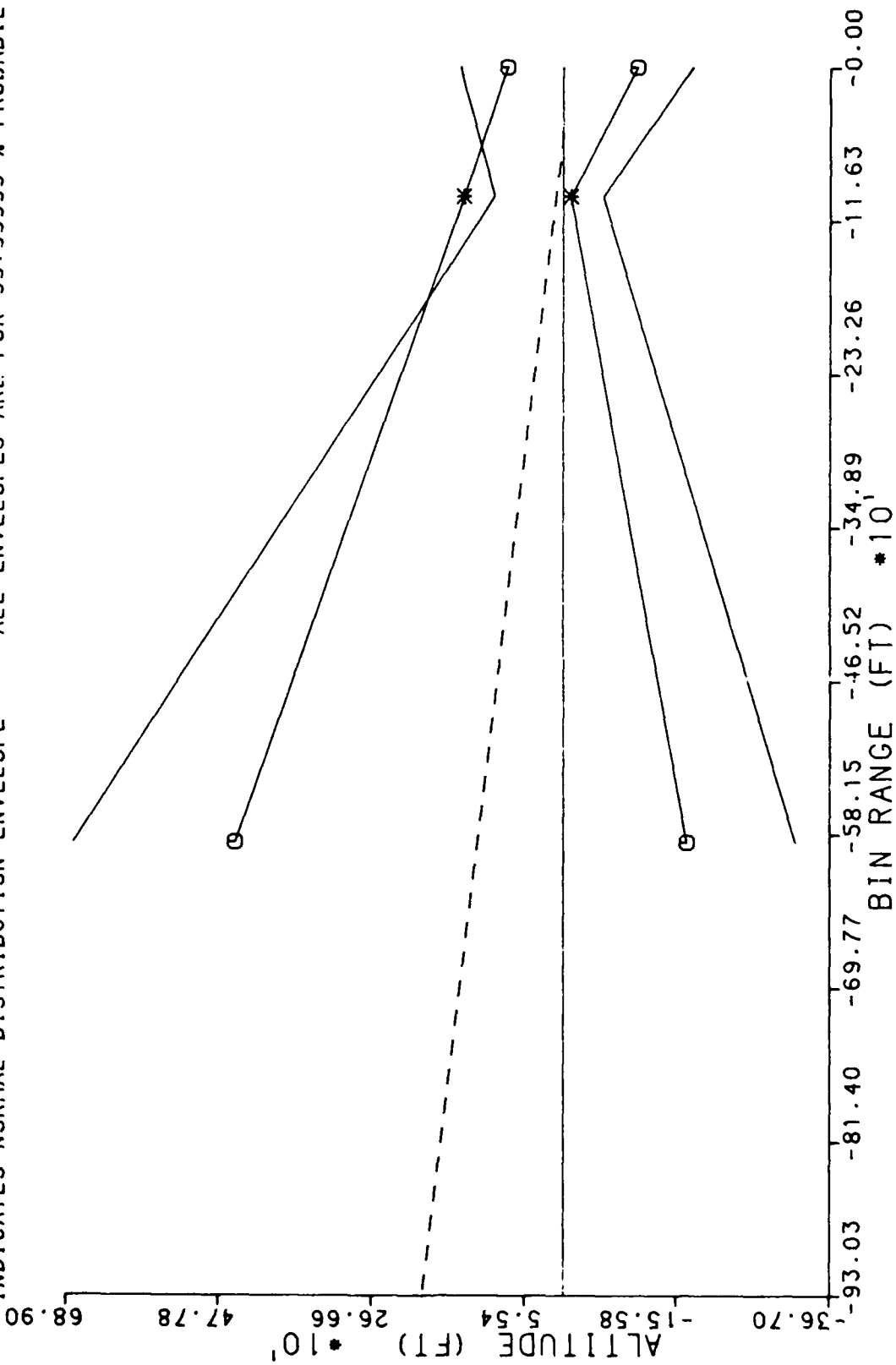
12 DEGREE CURVED DEPARTURES

ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
12 DEGREE CURVED DEPARTURES

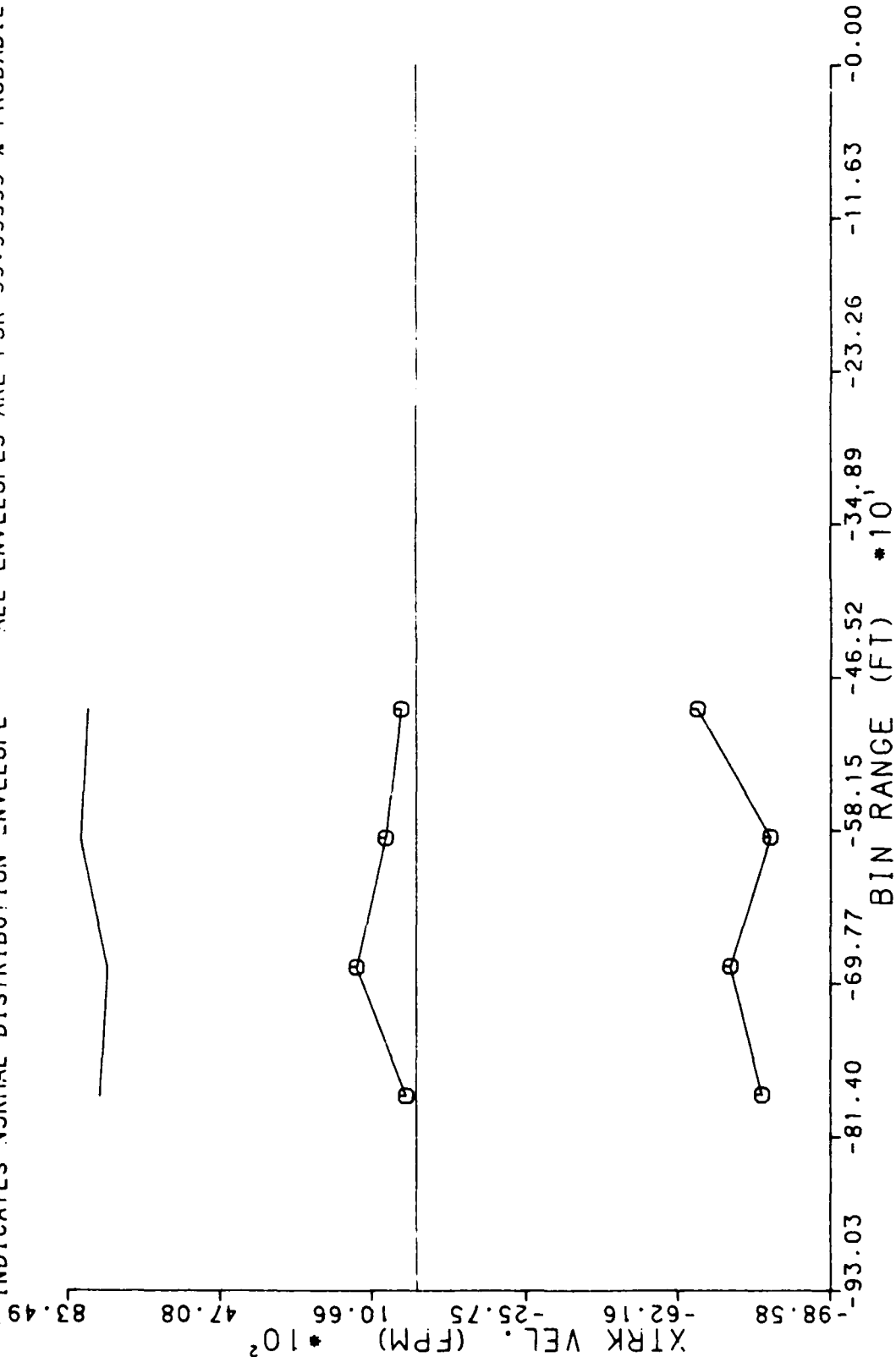
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)

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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 12 DEGREE CURVED DEPARTURES

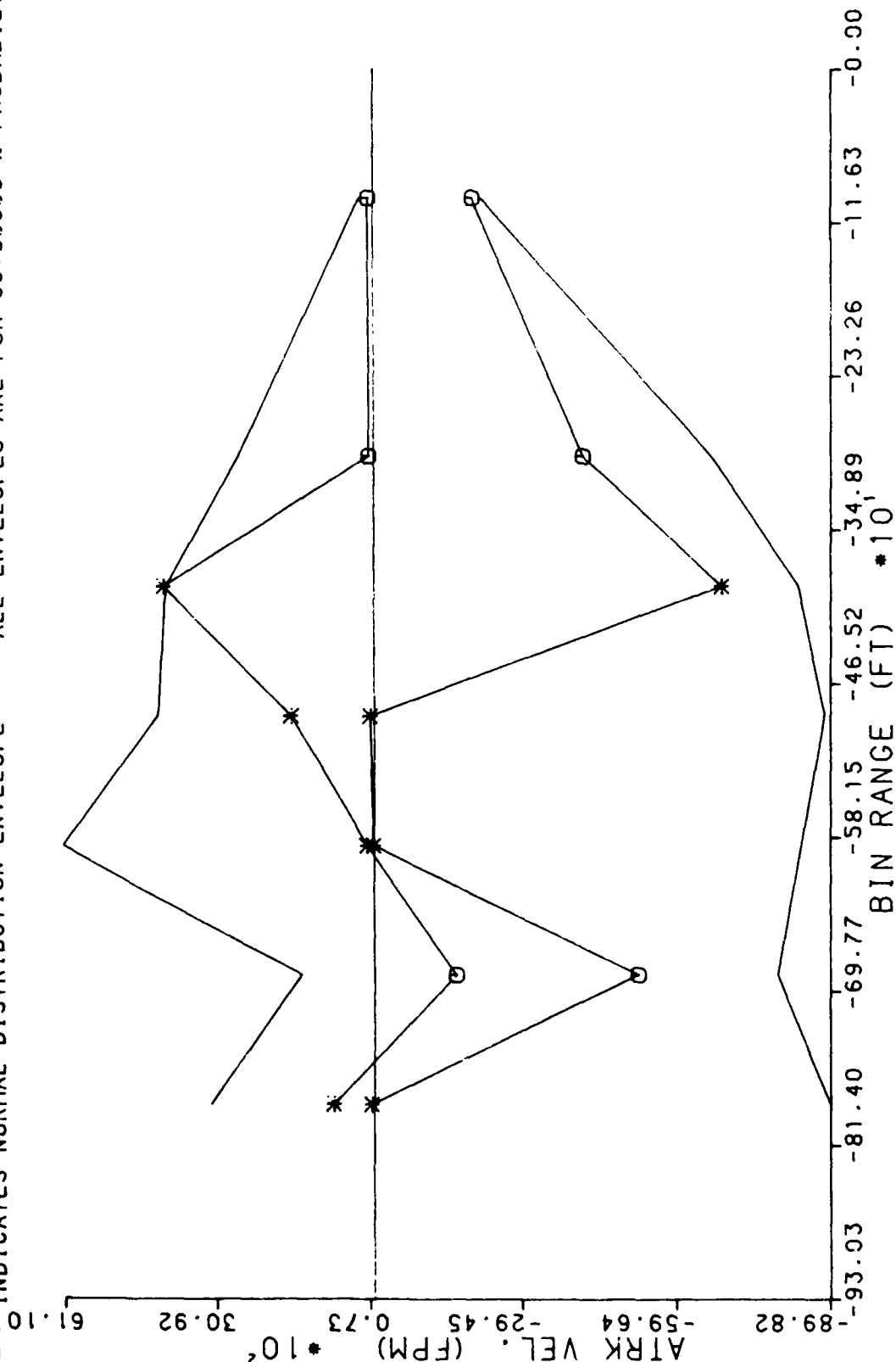
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)

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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA 12 DEGREE CURVED DEPARTURES

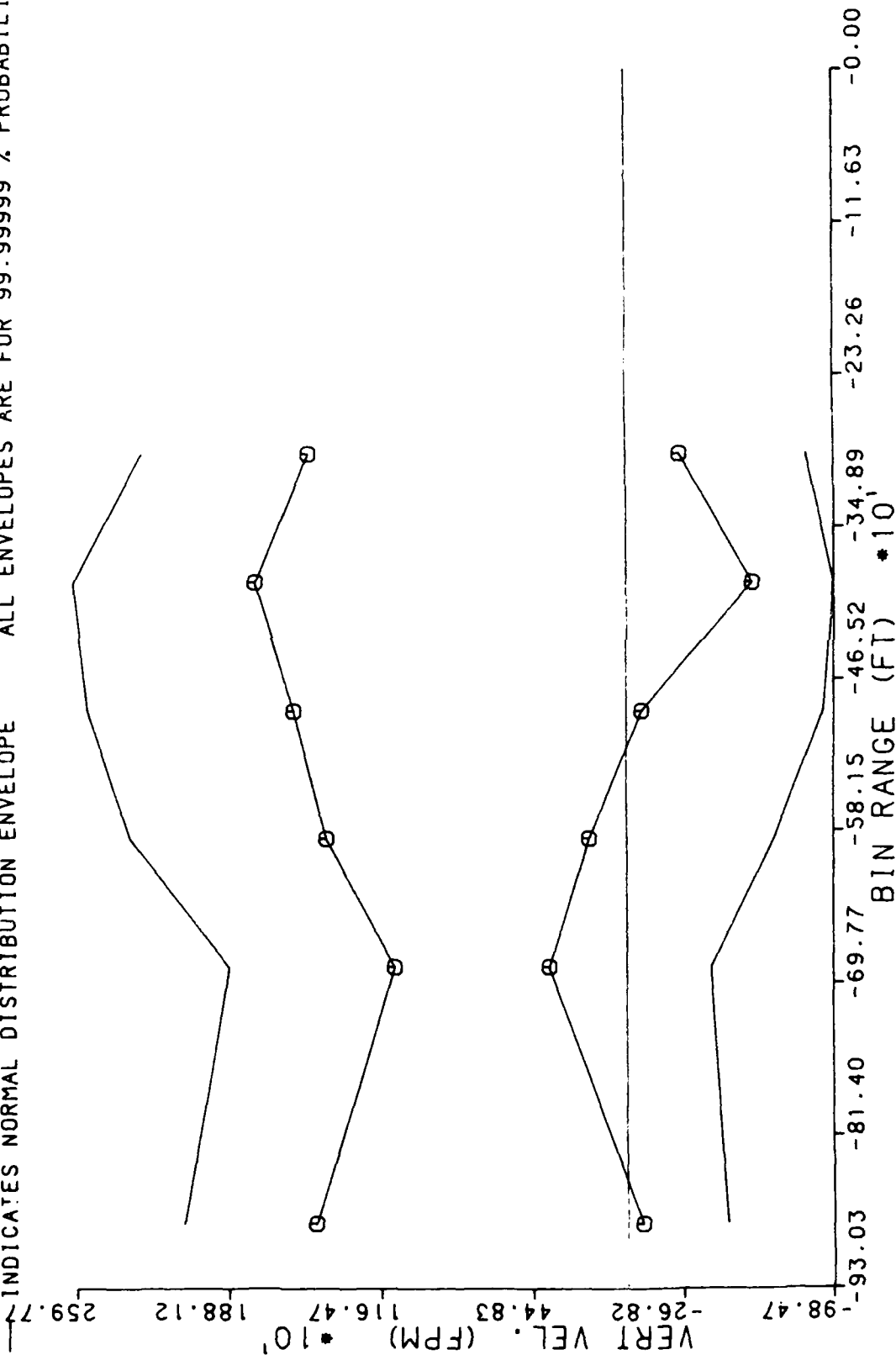
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)

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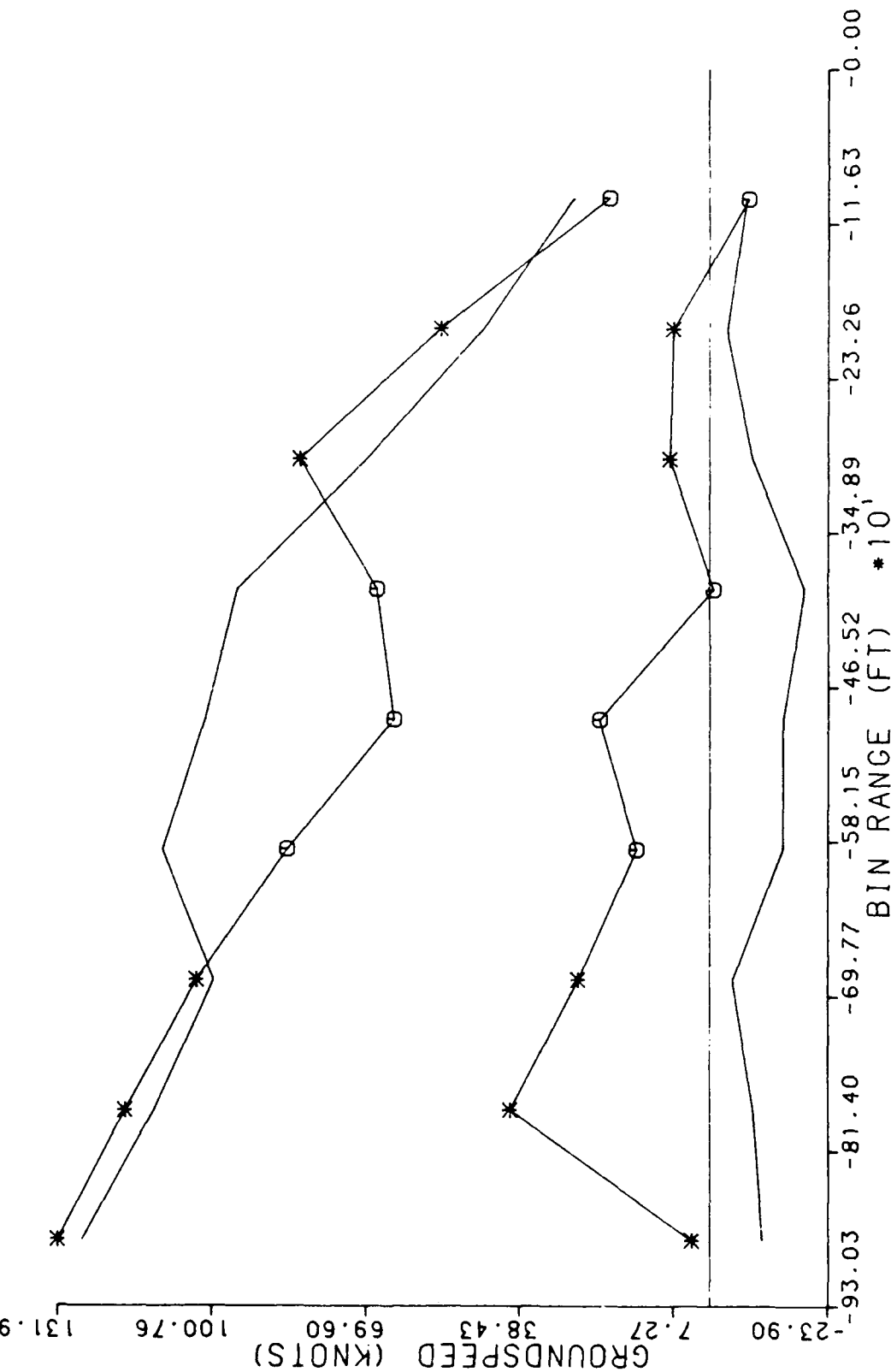
GROUND SPEED (KNOTS) VS. BIN RANGE (FT)

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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
12 DEGREE CURVED DEPARTURES

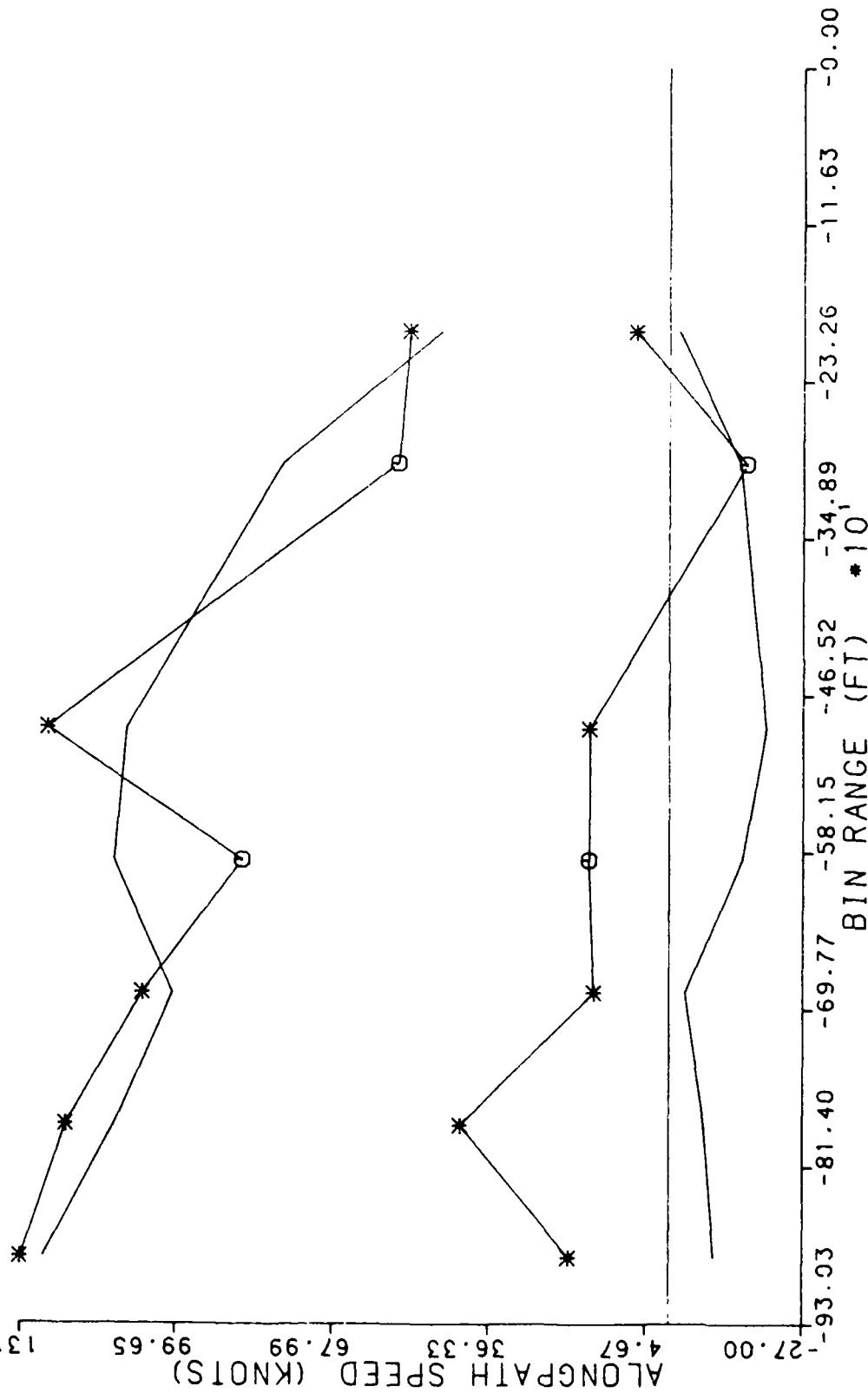
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)

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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

12 DEGREE CURVED DEPARTURES

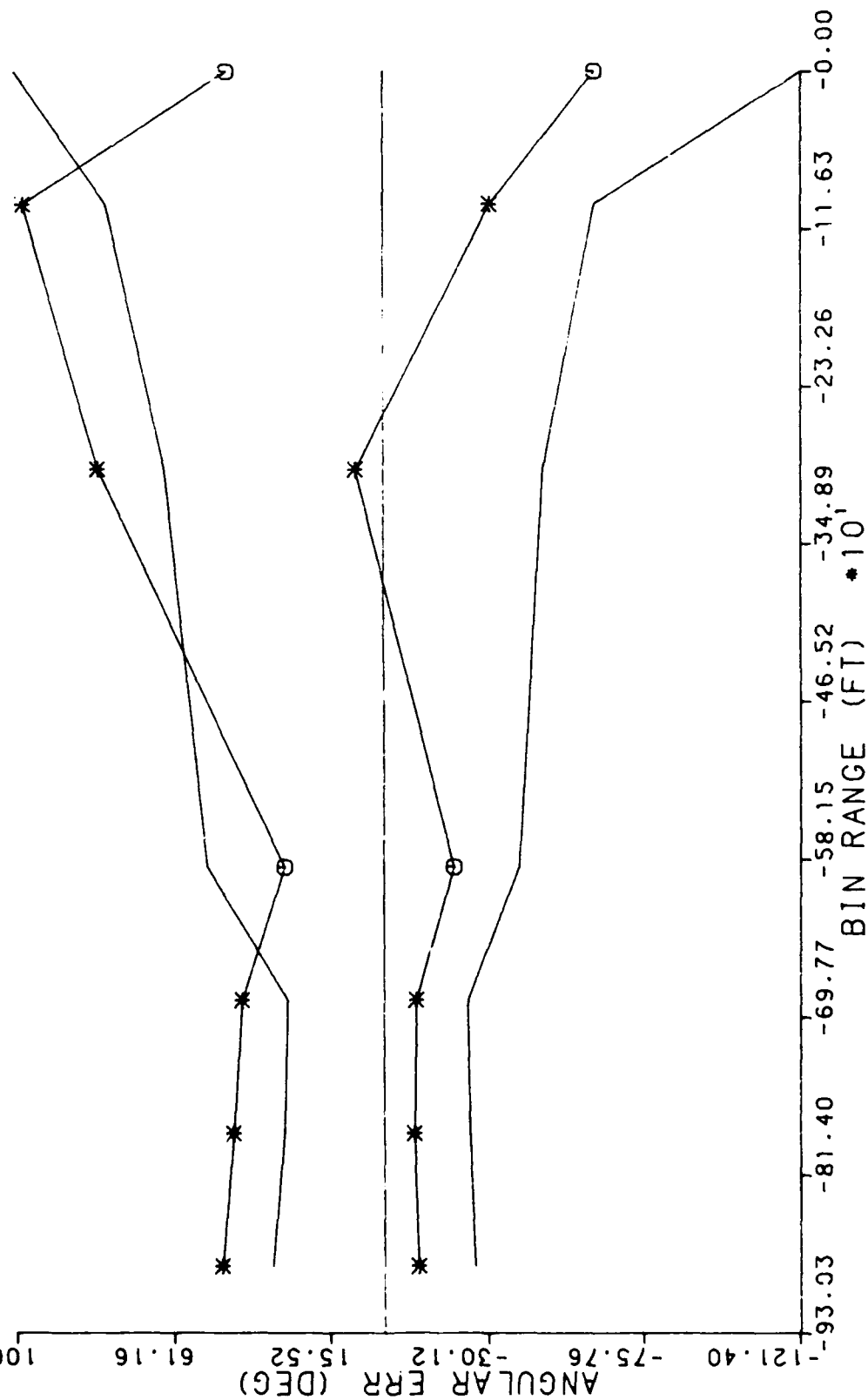
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)

⊙ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

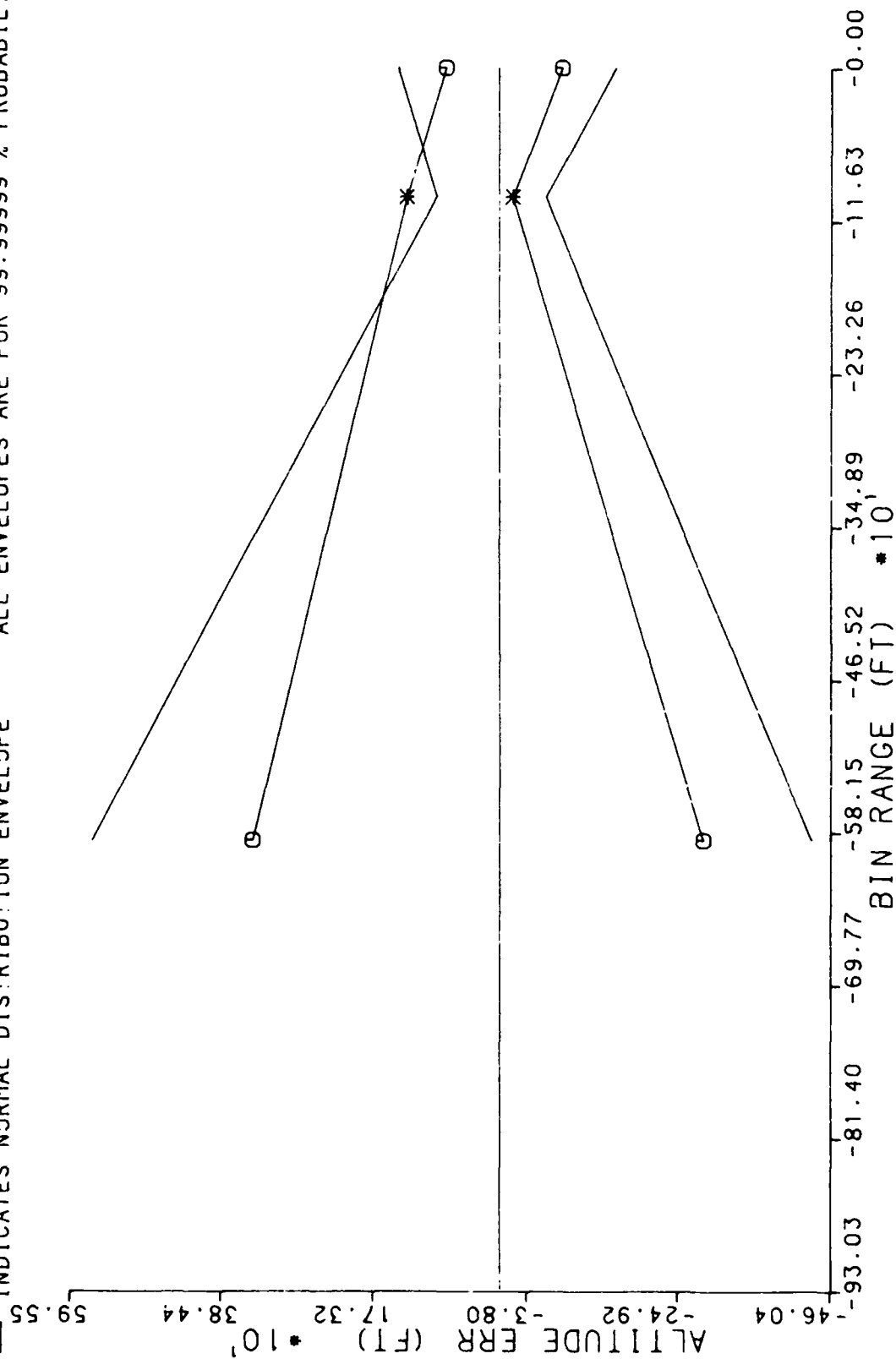
DATA PROCESSED BY FAA TECHNICAL CENTER  
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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 12 DEGREE CURVED DEPARTURES  
 ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
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# VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

12 DEGREE CURVED DEPARTURES

ANGULAR POSITION (DEG) VS. BIN RANGE (FT)

INDICATES BETA DISTRIBUTION RANGE LIMIT

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